

GRAIN DEALERS JOURNAL

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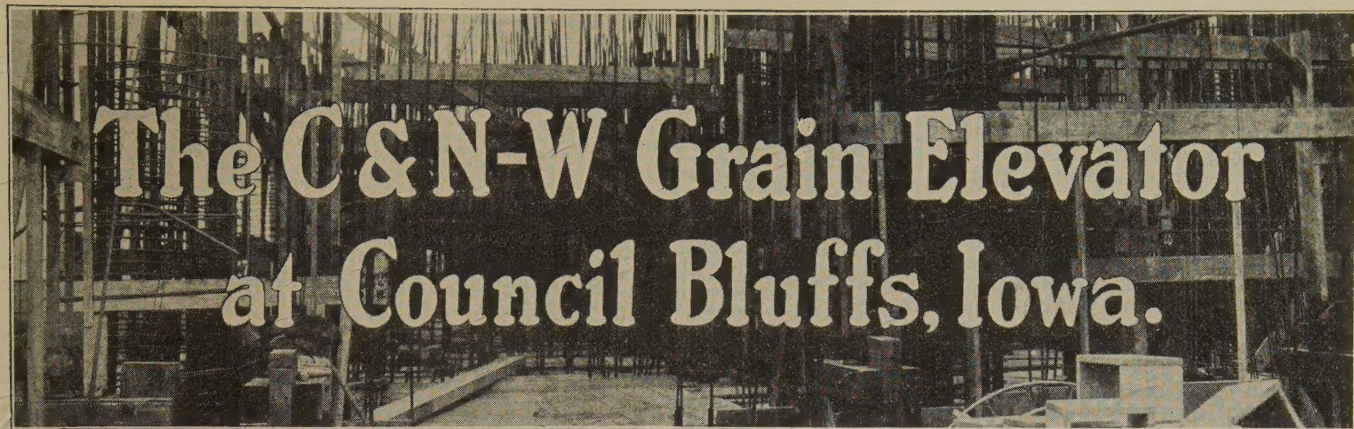
The Updike organization extends to grain dealers the best wishes for a Happy and Prosperous New Year.

Updike Elevators are located and co-ordinated to insure the biggest possible advantage to the trade generally. We are at the service of shippers to the full limit of our capacity.

The Updike plan and purpose is to give the maximum of satisfaction in all our dealings. This business has grown through deserving to grow. Nothing has come by chance.

Use “UPDIKE SERVICE” on Your CONSIGNMENTS to 
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The Updike Grain Company



Ever since the United States government completed its wonderful bridge across the muddy Missouri, between Council Bluffs and Omaha, the adjoining cities have been one of the greatest transfer points for through traffic between the East and the West. Some of the Eastern lines have extended their feeders further West, but none of the Western lines have found any opportunity for profitable extension to points further East.

However, not much was done in the way of transferring grain at Omaha or Council Bluffs until A. B. Stickney extended the Maple Leaf line into Council Bluffs and made a fight for grain traffic, which forced much grain to the Omaha market that previously had gone around or through it.

Since those days the Omaha Grain Exchange, which was organized in 1903, has grown to a strong organization of hundreds of members and many modern grain elevators on both sides of the river, provide up-to-date facilities for transferring, cleaning, clipping and conditioning all kinds of grain.

However, it has remained for the C. & N. W. R. R. to erect here one of the fastest handling fireproof elevators to be found anywhere. It is built on much higher ground than other Council Bluffs elevators and is provided with commodious tracks for the quick and convenient handling of a large number of cars in and out each day.

The elevator has many operating advantages which will appeal with special force to terminal elevator superintendents and others familiar with the difficulties generally encountered in handling large quantities of different kinds of grain through an out-of-date elevator.

This new reinforced concrete house is designed especially to give desired results expeditiously and at a minimum expenditure of power and labor. In it are incorporated all the latest and best

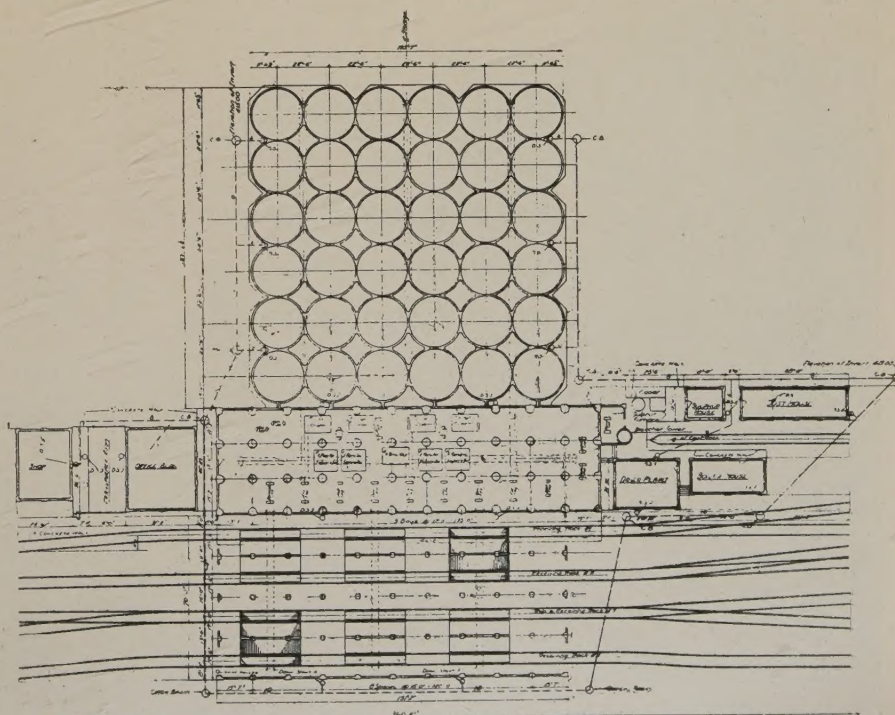
ideas in construction, arrangement and operation. The story of its arrangement and operation should appeal to everyone interested in the handling of grain through the terminal markets.

The Track Shed.

The reinforced concrete track shed is 70x151x25' above grade and accommodates 4 tracks, under each of which are three hopped receiving sinks of more than a carload capacity, each sink being covered with iron grating. The track openings to shed are closed by eight steel rolling doors—four at each end. The wall between track shed and working house is broken by two doors. The roof is surmounted by three glass topped Monitors extending across the roof so as to afford ample light as well as ventilation.

The track hoppers are arranged in three rows and beneath each row is a 36" rubber conveyor belt which carries grain from one pit at a time to the boot of one of the three receiving legs in the working house. Each belt is operated by a 7½ H. P. motor. A system of interlocking switches prevents grain being dropped to any belt from more than one track hopper at a time.

The third track from the working house is designed to be used for shipping as well as receiving, three bifurcated spouts being provided for delivering grain direct to cars from the scale hoppers in cupola of the work house. An additional car spout delivers grain to cars on track No. 1 being designed especially to facilitate the direct transfer of grain. This feature has been found so



Ground Plan of 1,261,000-bu. Grain Handling Plant of C. & N-W. Ry at Council Bluffs, Ia.

advantageous that two more direct transfer spouts will soon be installed for delivering grain direct from scale hopper in cupola of working house to cars on track One.

Between tracks 1 and 2, and between tracks 3 and 4 are twelve double shovel machines operated by two 30 h. p. motors so that twelve cars can be unloaded simultaneously. The shovel machines, motors and shafting are up above the cars out of the way of an accessible 7' concrete platform which is protected at each side by a railing.

In the basement of the track shed are two 50 h. p. motors driving a heavy line-shaft which extends across under the four tracks and transmits power to four double drum car pullers. Each motor is designed to drive to units independent of the others. Each unit consists of two drums and is so arranged that one drum pulls the cable out and the other drum pulls it in so that cars can be pulled in and out in either direction on any track. The line shaft is divided at its middle and connected by means of a heavy jaw clutch so that the motor of either side can drive the car pullers on the other side in emergencies.

The Working House.

The unusual height of the working house and the compact arrangement of the spouting and conveyor belts in the working house gives this plant a handling capacity far above what would naturally be expected from a house its size. Its power equipment being created by 51 Allis-Chalmers motors, ranging from 7½ h. p. to 100 h. p., extends the efficient flexibility of the handling facilities to the power equipment and helps to effect, not only a saving in power, through the use of current only as it is needed, but also the use of current in the volume required to do the given amount of work efficiently. While the total storage capacity of the plant aggregates 1,261,000 bushels, its equipment of machinery spouts and conveyor belts is so conveniently arranged that it could be filled or emptied in one-tenth the time required for a similar operation by old style houses of the same capacity.

The working house stands between the track shed and the storage bins on opposite sides and between the drier, dust house, bleacher house and boiler house on one end and the office and workshop on the other end. It is 46'2"x166'2"x180' high, divided into a basement, working story, bin story and five stories in the cupola all so conveniently arranged as to facilitate the rapid handling of grain with a minimum expenditure of power and labor.

THE BASEMENT has a 10'4" ceiling, the concrete boot pits of the large legs being depressed 7'6" below the basement floor. It contains the boots of the three large receiving legs that receive grain from the three 36" conveyor belts running under the twelve track hoppers. These legs are equipped with two rows of 7x7x16" buckets running on 84" head pulleys giving an elevating capacity of 15,000 bushels per hour. The three shipping legs which receive grain from the three 36" conveyor belts delivering grain from the sixty-six bins in the storage part are also equipped with two rows of 7x7x16" buckets running on 84" head pulleys.

The transfer leg which is located about the middle of the house is likewise equipped with two rows of 7x7x16" buckets running on an 84" head pulley. This leg is designed for expediting the transfer of grain from one end of the house to the other without the use of the conveyor belt, and through an unusual arrangement of spouting it can be run independently of other transfer facilities to splendid advantage.

The two separator legs are equipped with two rows of 7x7x12" buckets running over an 84" head pulley giving an elevating capacity of 12,000 bushels.

The two drier legs like the two bleacher legs are equipped with one row of 7x7x18" buckets running over a 60" head pulley and giving an elevating capacity of 6,000 bushels. These legs supply grain to and take it from the bleacher and drier houses outside, the grain from the drier house garners being delivered to the boot of a drier leg by means of a 30" belt conveyor.

A 36" belt conveyor receives grain

from any bin in the working house through openings in the first floor and delivers it to the boot of the bleacher leg or of the drier leg as may be desired.

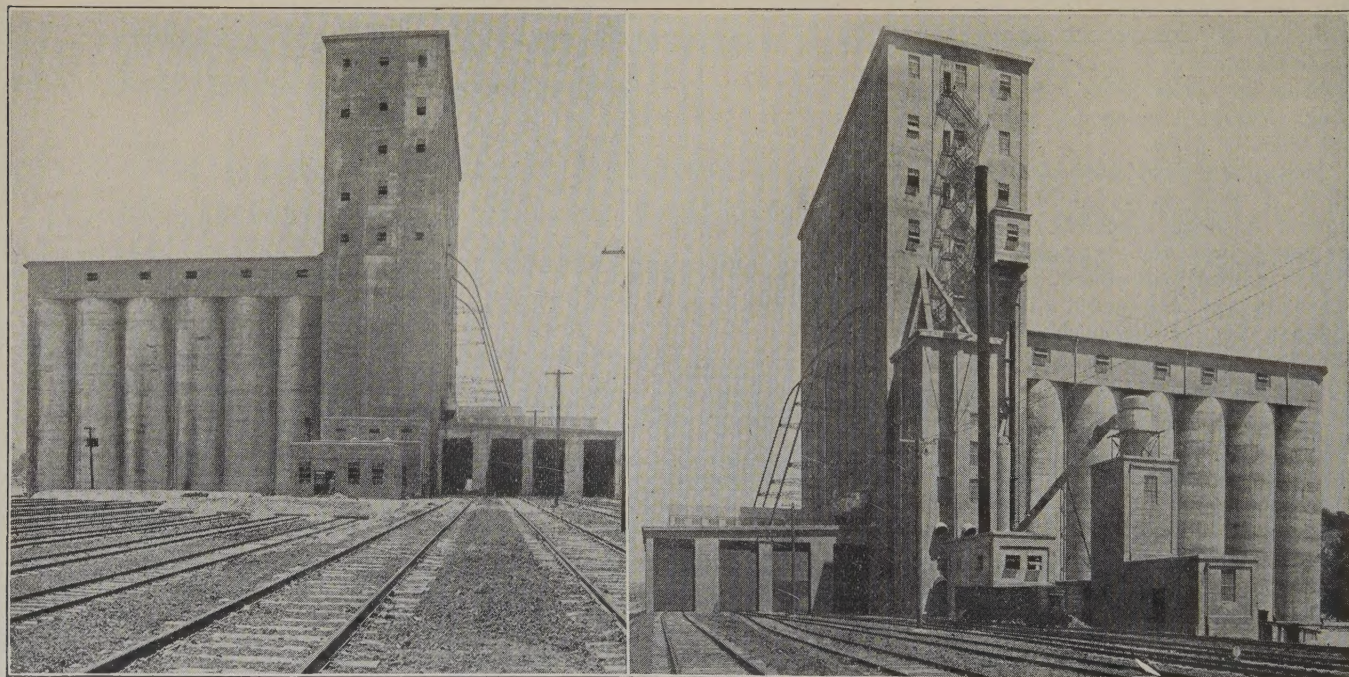
The two clipper legs which are equipped with one row of 7x7x14" buckets running over 60" head pulleys give a capacity of 5,300 bushels.

The two screenings legs which are equipped with one row of 7x7x12" buckets running over 48" head pulleys have an elevating capacity of 3,500 bushels and receive the screenings from the 9" screw conveyors that collect the screenings from the separators, smutter and clippers on the floor above. One 18" screw conveyor carries clipped oats from the clippers on the floor above to the boot of the bleacher leg which supplies the bleacher tower outside the working house.

Power is delivered close to the point where it is needed in the basement and first story by means of twenty-one motors placed in the basement. Five 75 h. p. motors drive the clippers and smutters on the floor above by means of rope transmission. Each of the two 25 h. p. motors drive a pair of No. 11 Monitor Separators by means of leather belts. Three 20 h. p. motors supply power to the three 36" belt conveyors bringing grain from the storage house. A fourth 20 h. p. motor drives the bleacher screw conveyor. The other six motors are of 7½ h. p., three being required to drive the three receiving belts conveying grain from the track hoppers. One driving the longitudinal belt conveyor in the basement. Another driving the belt from the drier; one driving the pair of 9" screw conveyors for screenings and the last one driving the passenger elevator.

Power from all motors excepting those operating the clippers, smutters, separators and the passenger elevator is transmitted by Morse Silent Chain. Iron grating walkways over conveyor belts are provided in the basement at convenient points.

THE WORKING STORY: The first or working story has a 24' ceiling to facilitate ventilation and to permit the convenient operation of cross spouting from the bins above. This story contains



Opposite Sides of New Reinforced Concrete Elevator of C. & N-W. Ry. at Council Bluffs, Ia.

in addition to the many spouts four No. 11 Monitor Separators; one No. 11 Smutter; four No. 11 Monitor Oat Clippers; a large fan for the dust collectors and a motor to operate the bleacher blower pump outside.

In one corner is the foreman's office formed of 4" tile with a concrete cover. While in the opposite end of the house is a well lighted sacking platform bearing a 5-bushel Richardson Automatic Bagging Scale and one Union Special Bag Sewing Machine from which the bagged grain is dropped into cars through a bag chute.

In the opposite corner of this story is a passenger elevator in a wire enclosure near the steel stairway which affords easy passage to all floors above. The hoist well near by is 8'6"x4'6".

The levers of the interlocking machine controlling the track hopper valves are located adjacent to the receiving legs supplied by its respective belt so that the operator can readily control the flow of grain without mixing different loads.

THE BIN STORY is divided into seventy-two large and small concrete hoppers bins all except four of which are 70' deep. Twelve of the bins have storage room for over 10,000 bushels; twelve others can accommodate 5,200 bushels; nine bins have room for over 4,000 bushels; sixteen can accommodate over 3,750; two 2,360; two 1,620; one 1,900; and seventeen bins have less than 1,000 bushels capacity, all giving an aggregate storage capacity of 285,000 bushels. The large bin in the corner

next to the bleacher has a false bottom near the top so as to form a garner for supplying grain to the bleacher tower outside the working house. This garner is supplied by the bleacher leg inside the house.

THE DISTRIBUTING STORY has an 18' ceiling. It contains the Monitor Mustard Seed Separator and the nine Mayo Distributing Spouts which receive grain from the transfer belt running under the scale hoppers. Each spout can receive grain through by-pass spouts direct from the scale over it and deliver it to any bin within a radius of 18'.

Three 18" telescope spouts receive grain direct from the head of the transfer leg in top of cupola through by-pass spouts. These three spouts have such a wide delivery range that grain from the transfer leg can be diverted direct to two-thirds of the bins of the working house and to the three conveyor belts running over the storage bins. An office is provided in this story for the spoutman.

On the bin floor is one 25 h. p. motor which drives a drier leg; one 25 h. p. motor drives the bleacher leg and one of the same power drives the outside bleacher leg and the 18" screw conveyor which carries the bleached grain from this leg. Three motors of 20 h. p. operate the three 40" conveyor belts carrying grain to the storage bins. A motor operating the dust collector fan.

THE TRANSFER STORY has a 16' ceiling and contains a 40" reversible belt conveyor with two belt loaders and

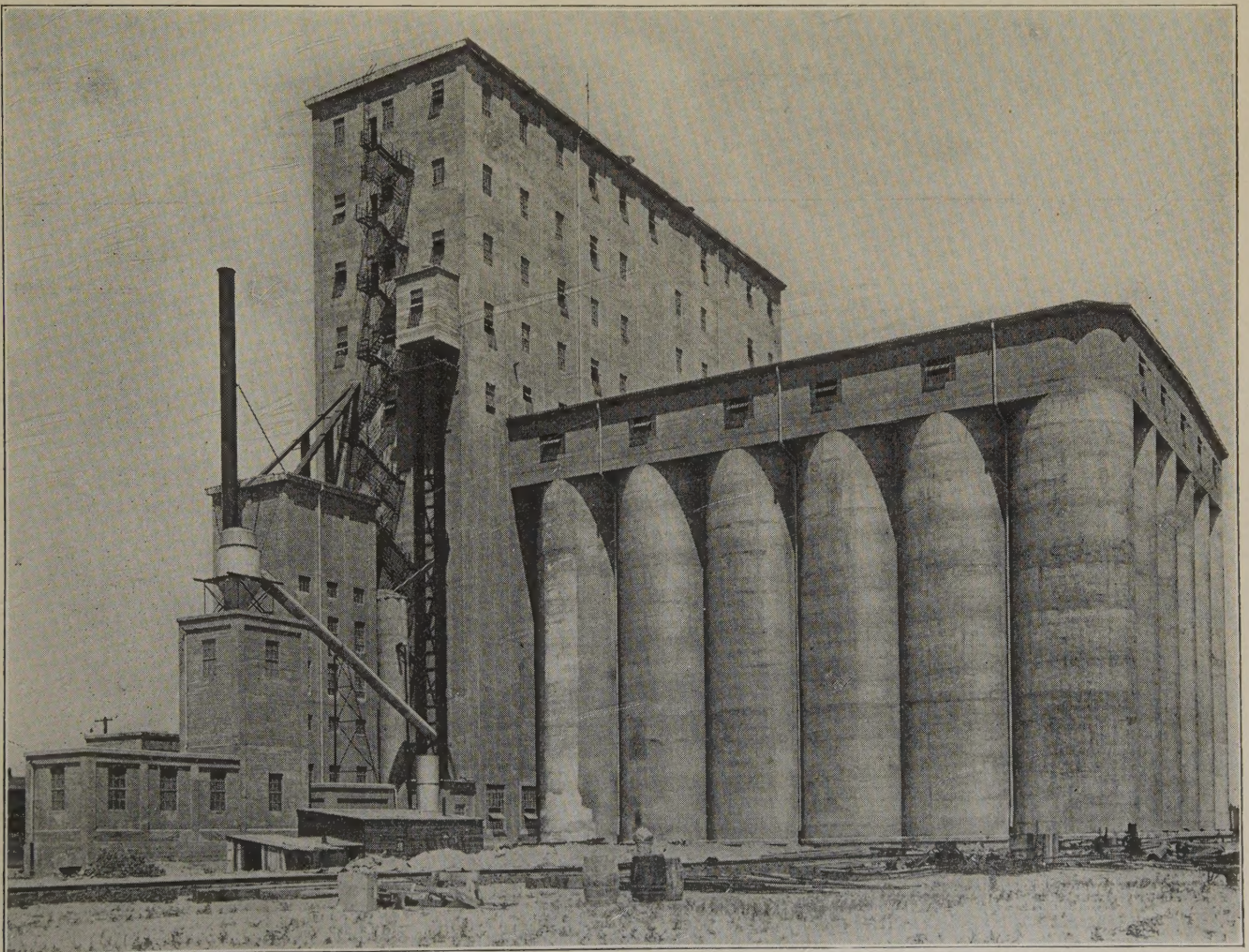
one four pulley tripper by means of which grain is taken from any scale hopper and diverted to any one of the belts running over the storage bins or to any one of the nine Mayo Distributing Spouts.

On the same floor are located one No. 6 Monitor Double Screening Separator operated by a 7½ h. p. motor and two Richardson 40" Oat Separators operated by a 7½ h. p. motor.

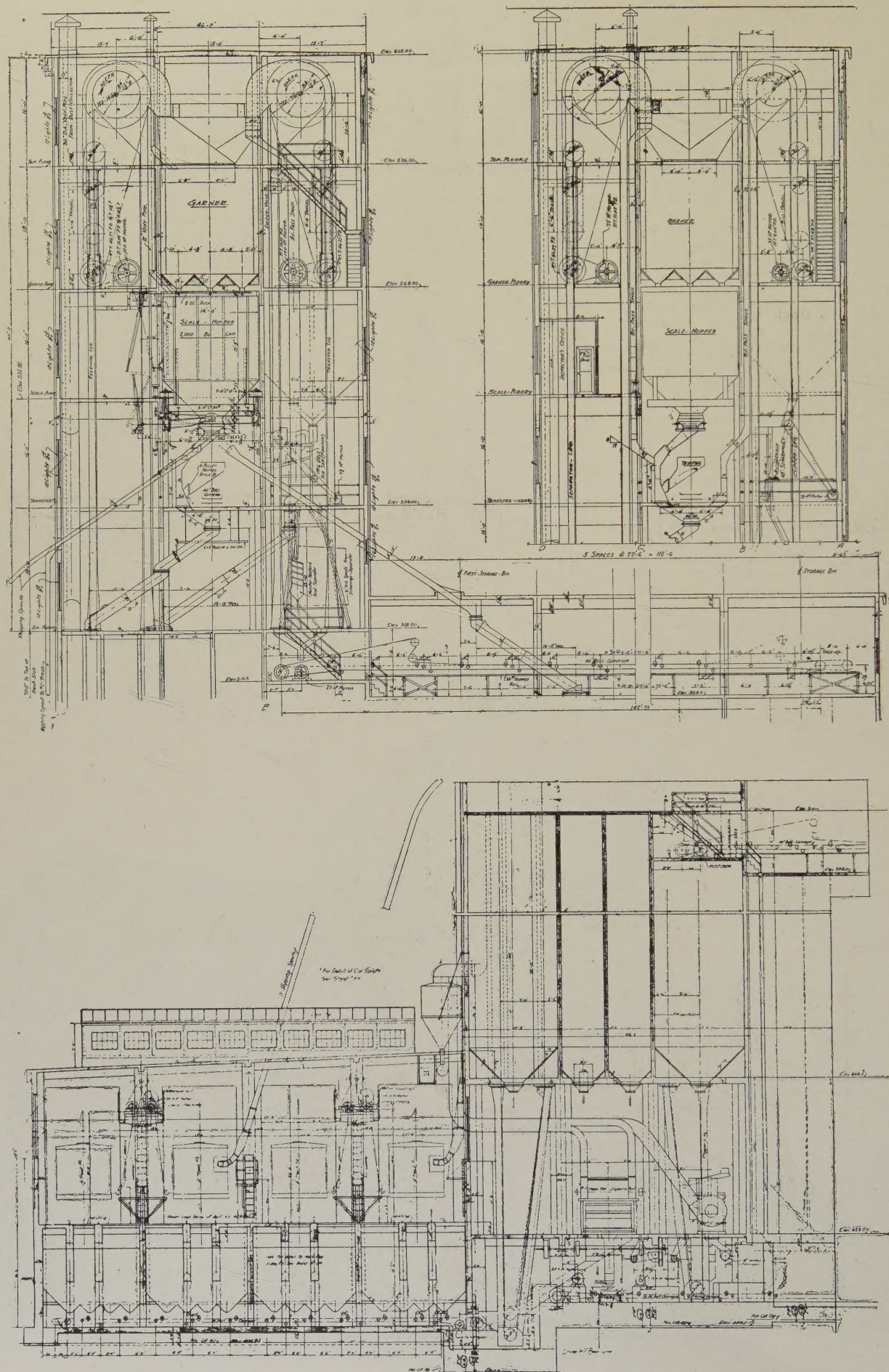
THE SCALE STORY has a 16' ceiling. Extending along the middle of this story are nine 2,000-bushel Fairbanks-Morse Hopper Scales with square steel hoppers and type registering beams. Each hopper is connected with the outside air by a 12" vent pipe so as to expedite the fall of the grain from the garner above. A commodious office is provided on this floor for the grain inspectors and another of like size for the weighmen. A dummy elevator connects the weighman's office with the first floor.

Two screenings garners with storage room for 2,100 bushels each supply the separator on the floor above while a 4,430-bushel garner serves the oats separators. Two Cyclone Dust Collectors are on this floor. One takes the dust from the screenings machine and the other from the collector fan in cupola.

THE GARNER STORY with its 18' ceiling contains nine 2,600-bushel garners with multiple discharges. Power from the motors operating the fourteen legs which extend up to the top of the cupola is transmitted to all the legs through a combination of Morse Silent Chain and



New 1,261,000-bu. Reinforced Concrete Grain Elevator of C. & N-W Ry. Co., at Council Bluffs, Ia.



Cross Section Plans of Working House and Track Shed of New C. & N-W. Ry. Elevator at Council Bluffs, Ia.

rope drives, 5,220' of 1" rope and 9,560' of 1 1/4" rope being used. Seven of these motors are 100 h. p.; two 75 h. p.; three 35 h. p., and one 25 h. p. All legs are equipped with back stops of a new design originated by E. A. Munn, who was in charge of the designing of the elevator. These back stops prevent legs dropping their loads when through accident the current is shut off.

THE 16' TOP STORY contains the heads of the fourteen elevators and spouts diverting grain from them to the garners. The receiving and shipping and drier legs spout direct to the garners over their respective scale hoppers. The transfer leg spouts into one of the receiving garners or through by-pass spout to spouting already described.

The two separator and two clipper legs spout into garners directly in front of them or into by-pass spouts which lead to the Mayo Distributors directly under them. One clipper leg also spouts to the garner over the Richardson Oat Separator.

The two screenings legs spout direct to the garners over the screenings separator.

A steel stairway down the outside of one end of the working house affords easy egress for cupola workers in case of a fire. All doors in the working house, the boiler room and transformer rooms are metal clad doors complying with the underwriters' specifications.

The Storage House.

The storage house adjoining the working house is 135'x137'x104' high and provides capacity for storing 976,000 bus. Its reinforced concrete cylindrical bins are arranged in six rows of 6 in each row and 30 interstice bins. The cylindrical bins are 21'11" in diameter and 85' deep.

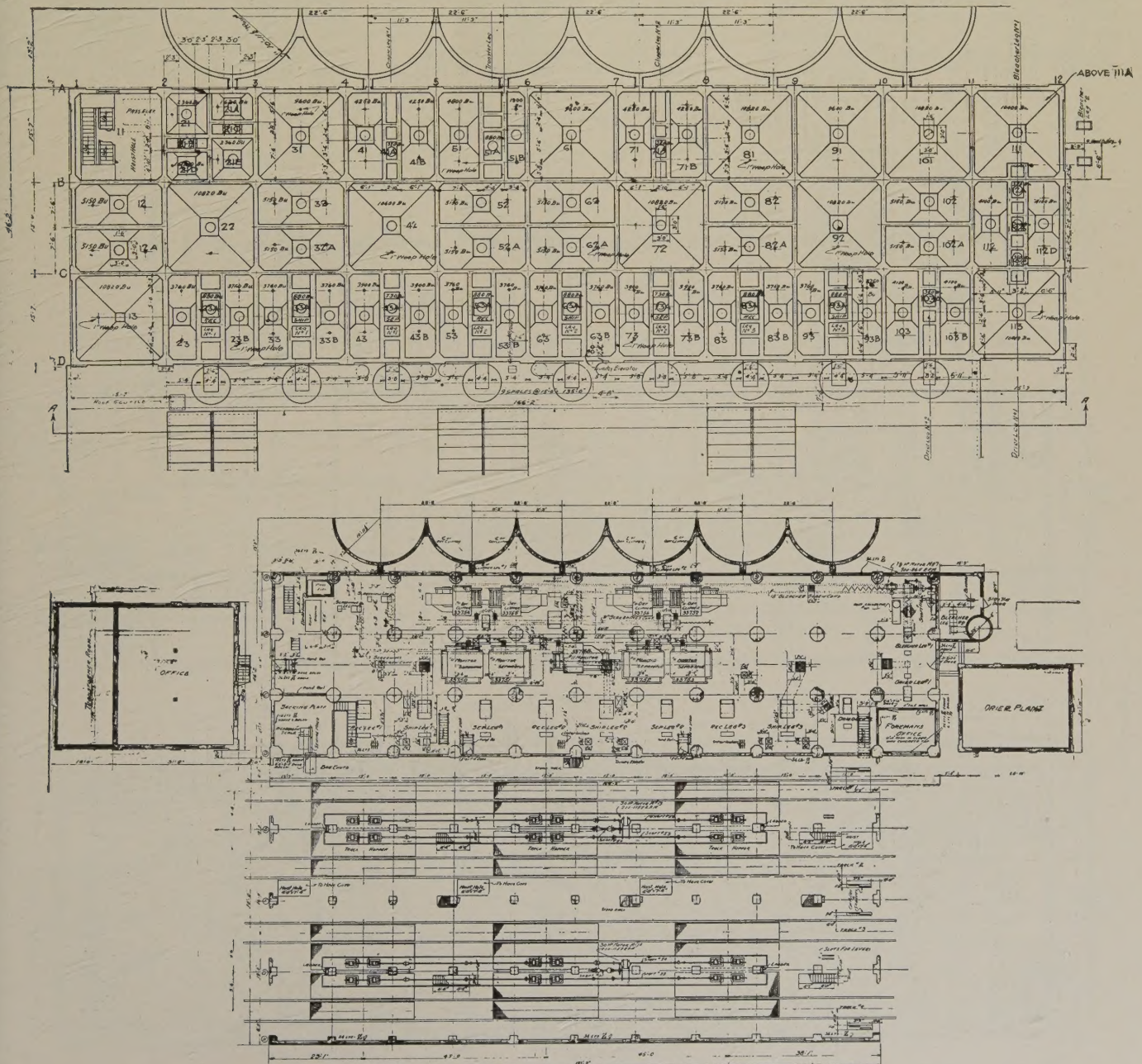
One novel feature of the storage house is that grain can be spouted direct from the receiving scale hoppers to one-third of the storage bins by means of three long, fixed spouts connecting with telescoping distributing spouts. Grain is also delivered to the storage bins by

means of three 40" conveyor belts running between the rows of bins, each belt being equipped with a self-propelling tripper.

All bins of storage part are hoppers so as to deliver their contents to three conveyor belts through direct loading spouts. These three 36" conveyor belts carry the grain from the bins to the shipping legs in the work house.

Bin Thermometers.

All of the bins are equipped with Zeleny Thermometers which indicate the condition of the grain in any one of the 66 bins in the storage part and assist the superintendent to determine whether or not the grain needs turning. In the large cylindrical bins, readings are provided for every 5 feet, while in the interstice bins, readings are provided for only every 10 feet, making a total of 1,056 reading stations in the tanks. The switchboard and reading instrument are installed in the superintendent's office, so that he can easily determine the temperature of grain at any depth in any of the



Bin Plan and Foundation Plan of New 1,261,000-bu. C. & N-W. Ry. Elevator at Council Bluffs, Ia.

bins in the storage house at any time. It is a very simple matter to plug in on the number on the switchboard corresponding to the number of the bin whose temperature it is desired to learn, and the depth desired. The readings of the temperature of the grain in a bin for different depths are taken separately. By recording these temperatures at regular periods the superintendent is enabled to keep a dependable account of the condition of the grain in every storage bin. This device was installed by the Western Fire Appliance Works.

The Bleacher.

Adjacent to one end of the working house are the sulphur house, the bleacher tower, the drier plant, the boiler house and the dust house. A stub track is laid between these houses so as to facilitate the unloading of sulphur and coal to their respective points of consumption, and also to facilitate the loading of dust direct into cars without any teaming.

Attached to one end of the working house is the blower house 10'9"x16"x16'. It houses the bleacher blower pump and adjoins the cylindrical concrete bleacher tower. Rising through the roof of the blower house is the leg which elevates the bleached grain from the tower and delivers it to an 18" screw conveyor in

the distributing story. Adjacent to the bleacher pump house is a cooling tank taking sulphur fumes from the sulphur furnace, and convenient to the furnace is a concrete sulphur storage house 15x18x12' high.

The Drier Equipment.

The reinforced concrete drier house next to the working house is 22x29x92' high and divided into four stories, the second and third being given over to the driers while the top story is occupied by two concrete garners, each of 2,500 bus. capacity, and in the first story are two more garners below the drier, each of 900 bus. capacity. The lower garners discharge grain onto a 30" belt conveyor which delivers it to the boot of the drier leg in the working house.

The two complete Morris Driers are arranged so that they can be operated in two units. A large size fan connected with each is driven by an independent motor. Grain is supplied to the garners over the drier by spouts from the drier leg in the working house.

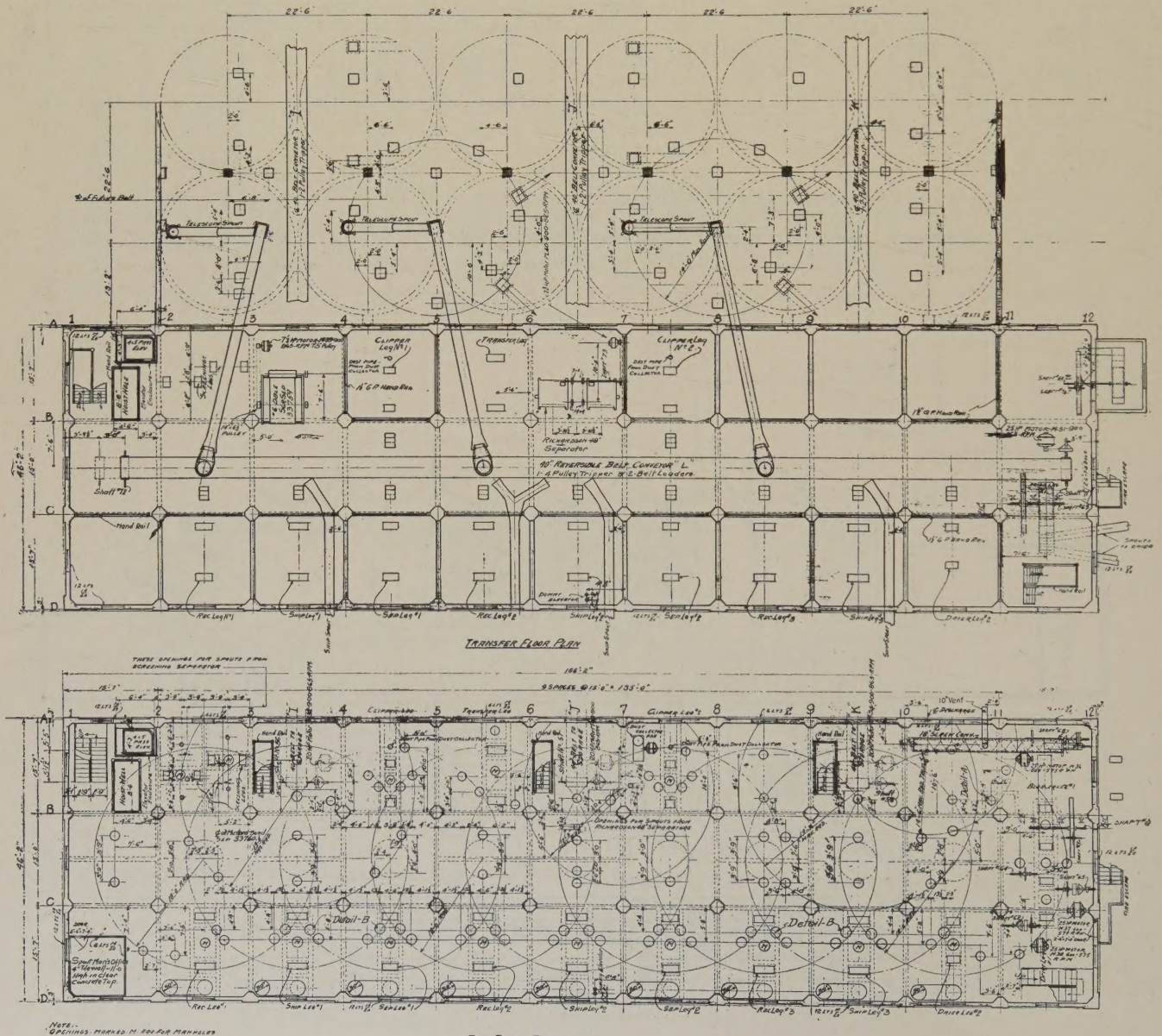
Adjacent is the concrete boiler house, 16x34x23' high, equipped with two Kewanee boilers which supply steam to the driers and to the bleacher plant.

The Dust Collecting System.

Beyond the other buildings is the con-

crete dust house, 15x48x40' high over the storage tank and 15' high over the bag storage part. The dust house contains a dust garner equipped with agitators. It receives dust from the large dust collector on the roof. A by-pass spout is provided so that dust can be spouted direct to blower in first story for loading bulk dust in the cars on the stub track. This bulk dust loader was designed by the Cyclone Blow Pipe Co. and is operated in a manner similar to that described on page 764 of the Journal for May 10, 1918. Dust from the garner is carried by means of a bifurcated spout to either of two Monitor Dust Packers on the ground floor. The machinery for blower and packers is driven by a 15 h. p. motor. Storage room for a carload of bagged dust is provided.

The dust collecting system is standard in most of its features, and was installed by the Cyclone Blow Pipe Co. Nine cyclones are erected over the roof of the track shed, into which the fans of the various cleaning machines in the working house discharge their dust. These cyclones vent their exhaust air thru flues which extend to the roof of the building. The lower portion of each flue, from the cyclone which it serves to the distributor floor, is of concrete, being a portion of



Transfer Floor and Bin Floor Plans, C. & N.W. Ry. Elevator at Council Bluffs, Ia.

the leg well, while from the distributor floor to the roof each flue is formed by a 30" galvanized iron pipe. At the roof a vent outlet is provided. A hanging walkway in track shed affords easy access to all dust piping.

A fan is located in the cupola of the working house to serve a complete sweeper system that collects the dust from the several floors of the cupola and from the space over the storage bins. This fan discharges its dust thru a pipe into the cyclone on the scale floor. The dust is dropped from cyclones in cupola to the sweeper systems on first floor. A similar fan on the first floor serves a corresponding sweeper system in the first story and basement. Dust from the nine cyclones over the track shed is picked up by this fan and forced to the collector on the roof of the dust house.

The Office, Welfare Room and Shop.

Adjacent to the north end of the working house is a two story reinforced concrete building 47'2"x36'6". The first story is divided into two parts by an 8" concrete wall separating the welfare room from the transformer room. The welfare room contains lockers, lavatories, toilets and showers while in the transformer room are four transformers and a large switchboard.

The second floor of this building is divided into six rooms and equipped with lavatories and showers for the use of the superintendent and his assistants. One of these rooms is occupied by the recording device of the Zeleny Thermometer System.

THE SHOP immediately north of the office is a one story reinforced concrete

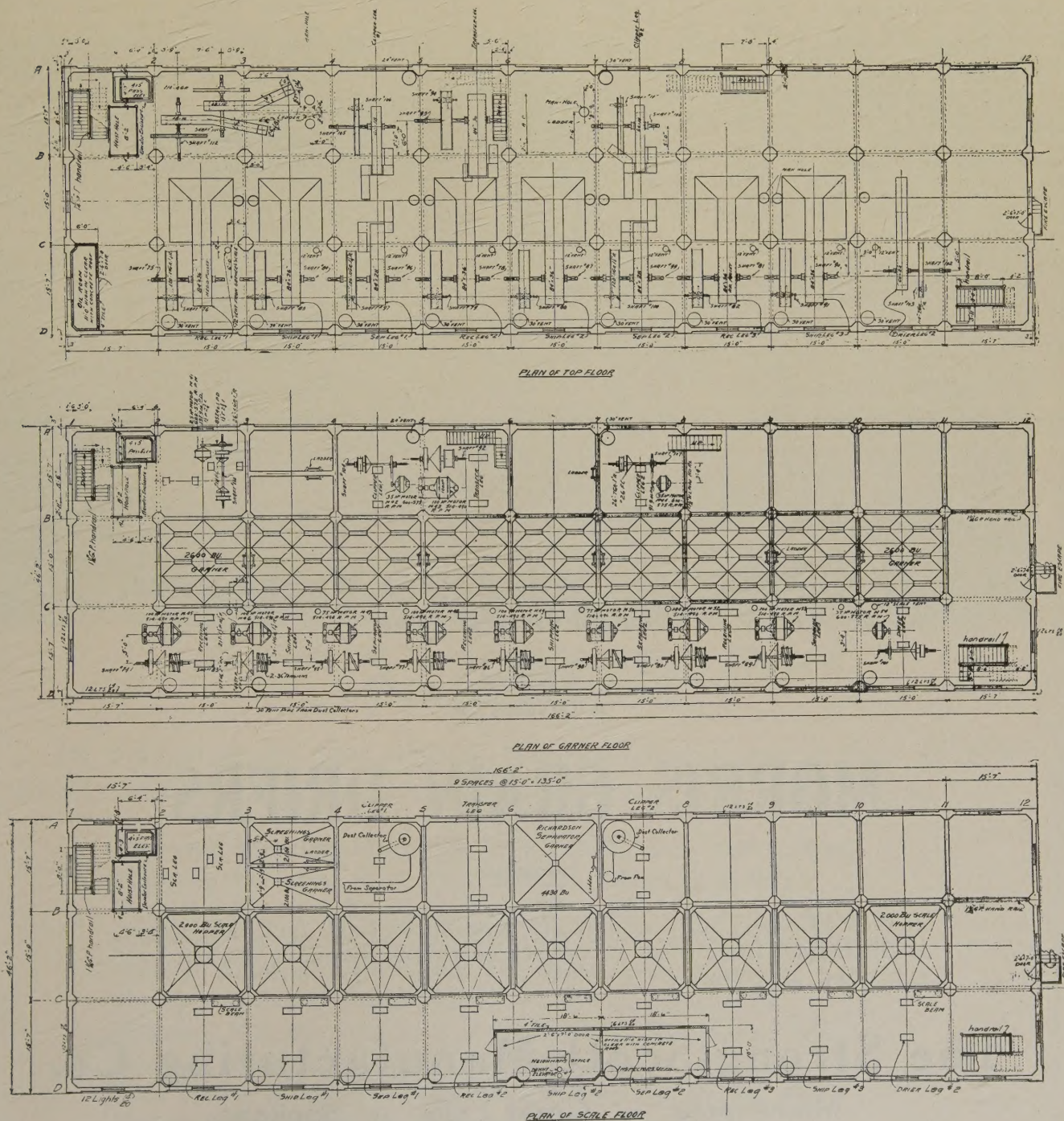
shop 24'6"x31'2". It is equipped with a forge, anvil and work benches for the convenience of the millwright.

Auxiliary Electrical Equipment.

The plant is equipped with a ten station intercommunicating telephone system connecting various parts of the plant. In addition to this means of communication electrical signaling devices for receiving, storage and shipping belts, legs, car spouts and driers, are operated by colored lights and bells, thus facilitating the movement of grain as desired without confusion or mixing.

The entire plant is well lighted by electricity, arc lights being used outside and over six hundred outlets being provided for incandescent lights inside.

An electric fire alarm system with an annunciator in the office building and a



Top Floor, Garner Floor and Scale Floor Plans of C. & N-W. Ry. Co., at Council Bluffs, Ia.

fire service consisting of an electrically driven centrifugal fire pump having a capacity of 500 gallons per minute at a pressure of 100 pounds is connected with the fire service piping leading to various points in and around the building.

A Summary.

The foundation of the operating house and storage annex is formed of 4,964 50 ft. piles sawed off and surmounted by a monolithic reinforced concrete slab three feet thick.

All the buildings are absolutely fire-proof, 220,700 cubic yards of concrete and 150 tons of structural steel being used in their construction. 6,200 lineal feet of rubber belting is used in the 17 legs and 3,000 lineal feet of rubber belting is used in the belt conveyor. The belting was supplied by the New York Belting and Packing Co.

The house was designed by Witherspoon-Englar Co., and was built jointly by the Witherspoon-Englar Co. and Grant Smith & Company.

All separators, clippers, smutter, mustard machine and dust packers were supplied by the Huntley Mfg. Co. The oats separators were supplied by the Richardson Grain Separator Co. The improved hopper scales were supplied by Fairbanks, Morse & Co., the electric motors were supplied by the Allis-Chalmers Mfg. Co., the Morris Drier by the Strong-Scott Mfg. Co., the dust equipment was supplied by the Cyclone Blow Pipe Co., the automatic bagging scale by the Richardson Scale Co., the bag sewing machine by the Union Special Machine Co. All windows are equipped with Fenestra Steel Sash.

All chain drive transmissions were supplied by the Morse Chain Company.

The Council Bluffs elevator was built

for the Chicago & Northwestern Railroad Company and will be operated by the Updike Grain Company thru its Omaha office.

This Company also operates elevator "B" of 750,000 bushels capacity located in South Omaha, the Chicago and Northwestern Railroad elevator of 1,500,000 bushels capacity located in Milwaukee, also twenty-nine country elevators at interior points in Iowa and Nebraska having an aggregate capacity of 1,670,000 bushels.

The company maintains offices at Omaha, Chicago, Milwaukee, Sioux City, and a number of interior points. It also operates a network of private wires and is well equipped to serve the grain trade in different capacities.

J. A. MAHARG, M. P., will represent the Canadian Council of Agriculture on the Trade Commission to Europe and Dr. Magill the Winnipeg Grain Exchange.—B.

THE AMERICAN CORN MILLERS FEDERATION has recently elected the following officers: Pres. Chas. A. Krause, Milwaukee, Wis.; first vice-pres., J. H. Genung, Indianapolis, Ind.; second vice-president, W. N. Adams, Arkadelphia, Ark. Directors—Geo. H. Lewis, T. R. Hillard, L. J. Licht, Chas. A. Steinwachs, W. H. Haskell, J. W. Craver, E. Wilkinson, W. W. Marshall, Ed S. Miller, A. S. More, J. W. Morrison, C. Powell Smith, Thos. L. Moore, J. M. Allen, T. B. Andrews, Ellsworth Huffman, Paul H. Dunbar. Executive com'tee: W. W. Marshall, Geo. H. Lewis, C. Powell Smith, J. W. Craver, T. R. Hillard, Ellsworth Huffman, E. Wilkinson, Chas. A. Krause, W. N. Adams and J. H. Genung.

Illinois Railroad to Suspend Operations.

Instructions were issued recently by the Railroad Administration to suspend operations on that portion of the Sidell and Olney, Ill., division of the Cincinnati, Indianapolis & Western Railroad from Kansas, Ill., north to Sidell, Ill., on Jan. 15. A similar order to suspend from Kansas south to Olney, Ill., went into effect Nov. 30.

The order to suspend on the road north from Kansas was deferred until January to enable the grain men to move this year's crop. It is estimated that 500,000 bus. of corn will be thrown on the market before the suspension order takes effect.

Elevators at Sidell, Archie, Hildreth, Gordon, Jessie, Hume, Hughes, Payne, Brocton, Borton, Warrington and Kansas are affected. Other railroads serve Sidell, Hume, Brocton, Borton and Kansas, but the remainder of the towns named have no other transportation facilities.

JOSEPH C. PETERSON of Chester, Pa. "sowed seeds by the wayside" from a leaky wheelbarrow. The trail of seeds served as aid to the police who were tracing Peterson on a charge of theft. He was arrested.

THE BOARD of Grain Supervisors for Canada and the Canadian government has agreed that fixed prices on wheat shall be maintained until Aug. 31. The division of wheat between the Allies and Canada will also be maintained. The arrangements of the Wheat Export Co. for receiving western grain at the seaboard will be continued until Aug. 31.

After careful deliberation
the management of

**The Chicago & Northwestern Ry. Elevator
Council Bluffs, Iowa**

adopted
a battery of

MORRIS GRAIN DRIERS

because

of their efficiency and economy of operation and the fact that grain is discharged from them in perfect condition, retaining its natural sun dried appearance.

The Strong-Scott Manufacturing Co.

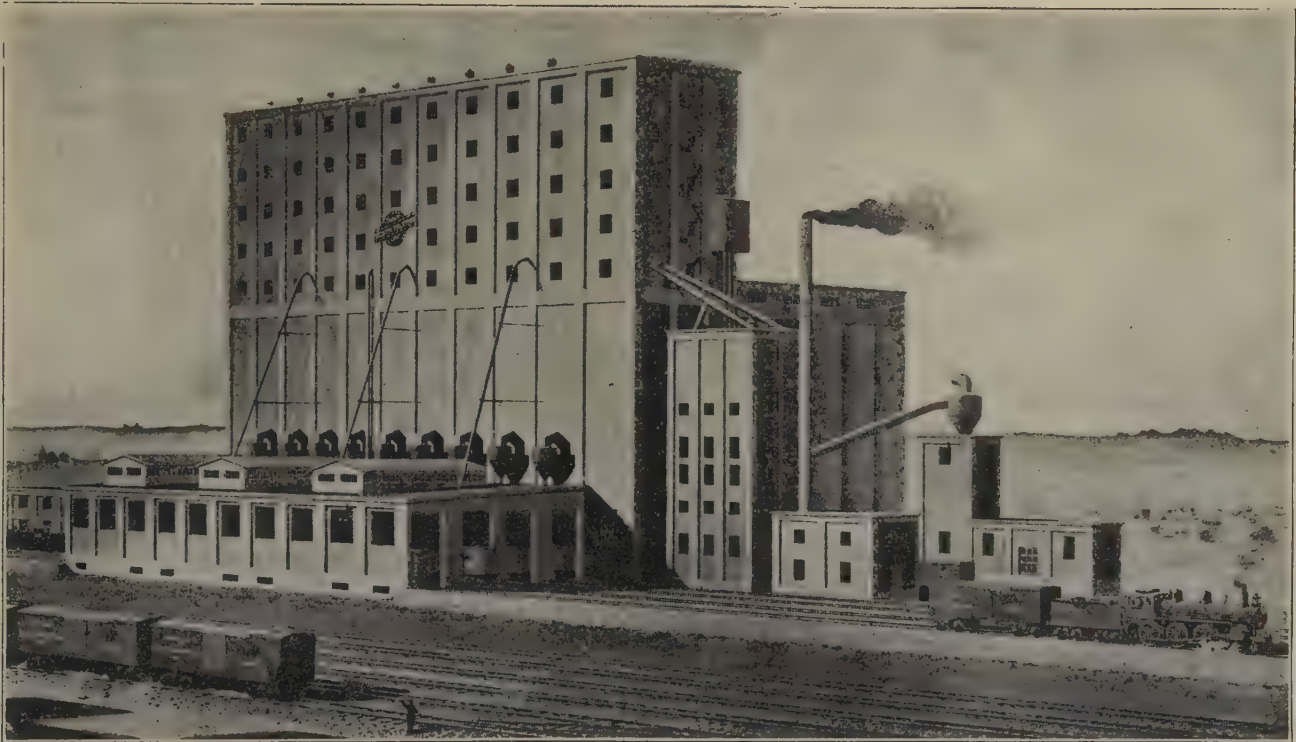
Minneapolis -- Great Falls -- Spokane

DESIGNED

BY

Witherspoon-Englar Co.

CHICAGO, ILLINOIS



*C. & N. W. Ry. Terminal Grain Elevator
Council Bluffs, Iowa*

In addition to the above the following are a few of the more important plants designed by us in recent years:

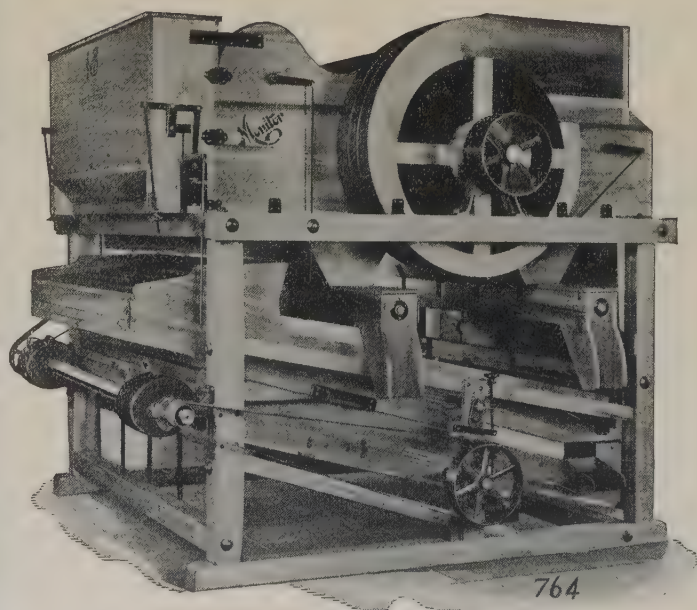
- Terminal Elevator, Boston & Albany R. R., East Boston, Mass.
- Cleaning Elevator, Wm. Rahr Sons Co., Manitowoc, Wis.
- Terminal Elevator, Kentucky Public Elevator Co., Louisville, Ky.
- Cleaning Elevator, Chicago, Indiana & Southern Ry., Schneider, Ind.
- Storage Addition, Gould Grain Co., Minneapolis, Minn.
- Storage Addition, Northwestern Yeast Co., Chicago, Ill.
- Cleaning Elevator, Manitowoc Malting Co., Manitowoc, Wis.
- Storage Addition, Southwestern Milling Co., Kansas City, Kas.
- Feed House & Elevator, American Milling Co., Peoria, Ill.
- Terminal Elevator, Dock Commission, Portland, Ore.



The World's Best Grain for one of the World

In the selection of materials and equipment, the buying policy safeguarding every interest of this enterprise was followed. Monitors won against all competitors.

The C. & N. W. R. R. elevator at Council Bluffs, to be operated by the Updike Grain Co., is recognized as the most modern house built in 1918—it is the last word in elevator construction and equipment. It's natural then it should be equipped with Monitor separators, smutters, oat clippers, screening separators, mustard separators, dust packers.



HUNTLEY MA

Silver C

Representatives

A. H. Smith, 310 Traders Bldg., Chicago, Ill.
J. B. Ruthrauff, 301 So. Lawrence St., Wichita, Kans.
25 Merchants Exchange, St. Louis, Mo.
A. F. Shuler, 218 Iron Exchange, Minneapolis, Minn.
E. B. Lehrack, 1705 Cypress Ave., Kansas City, Mo.

Cleaning Machines Most Modern Elevators



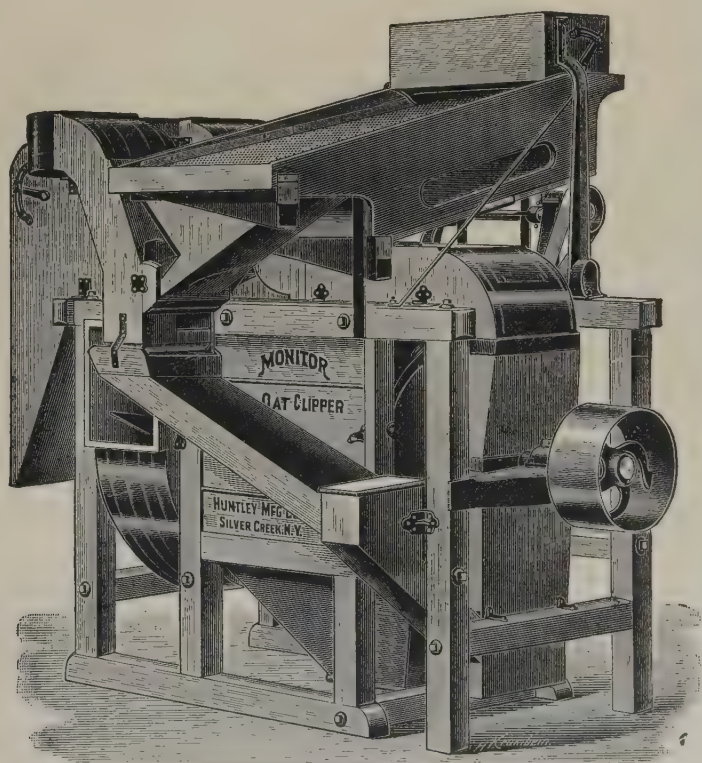
These machines are of Monitor standard construction, which means they are the heaviest built machines in the world. All the clippers and cleaners are steel clad and fireproofed. The dust will be taken care of by a Monitor all steel heavy service dust packer.

The Monitor leads the world. If you are not up on it send for our catalogue, which will be mailed upon request.

URING CO.

Representatives

Groat, 601 Concord Bldg., Portland, Ore.
L. Smith, 504 Dwight Bldg., Jackson, Mich.
Garman, 202 South Balch St., Akron, Ohio
Sutton, 326 Boyer St., Dayton, Ohio



Another "Morse" Installation!

The Chicago and Northwestern Railroad elevator at Council Bluffs, operated by the Urdike Grain Company of Omaha, is equipped with Morse Silent Chain. This is just one of the most modern elevators relying upon Morse chain drives for power transmission. The Calumet terminal, Sunset elevator, etc., were equipped with Morse Silent Chain as follows:

Calumet Terminal,
1040 H. P.

Sunset Elvtr.,
Galveston,
440 H. P.

C. & N. W. R. R. Elvtr.,
Milwaukee,
1510 H. P.

C. & N. W. R. R. Elvtr.,
Council Bluffs, Ia.,
1485 H. P.

This repeated selection of Morse drives is the result of careful analysis by experienced builders. These experienced engineers have proved to their own satisfaction the superiority of Morse Chain. That they continue to install Morse drives invites the consideration of those in the grain trade who would profit by the experience of others.

MORSE ENGINEERING SERVICE!

Our engineers, experts in the design of chain drives, are conveniently located in the following cities. It is the purpose of this service to help grain dealers and elevator builders to a satisfactory solution of their power transmission problems.

We are always glad to furnish special information pertaining to our field and welcome inquiries. Whether the writer is in the market for chain drives or not, feel free to write us at any time.

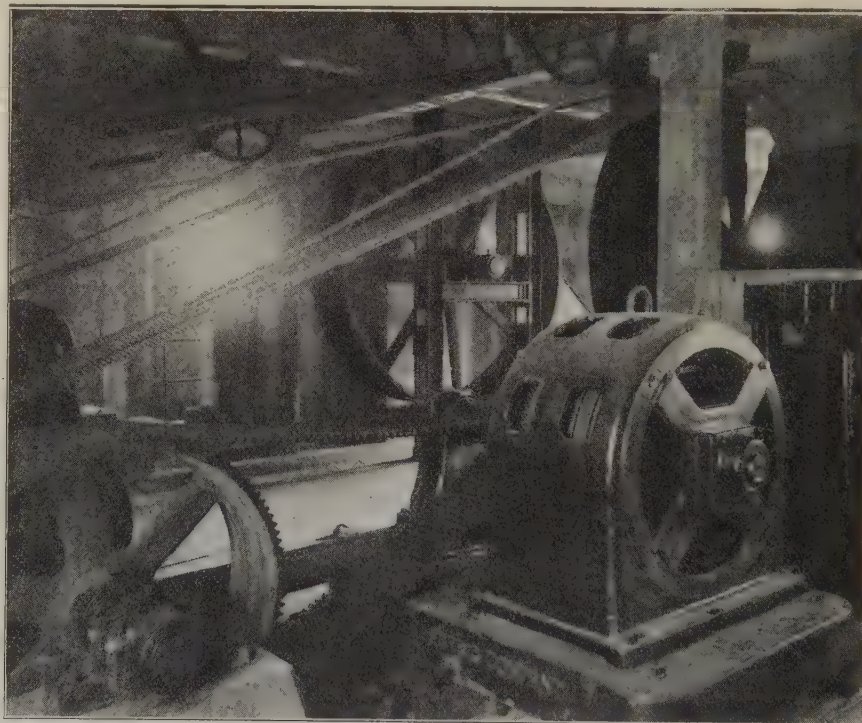
Flexible
as a
Belt

Conserve
Power

Clean

Even

Positive



Efficient

Durable

No
Slipping
Losses
or
Breakage
Shut
Downs

Morse
Engi-
neering
Service

A Typical Morse Drive

LARGEST MANUFACTURERS OF CHAIN DRIVES IN THE WORLD

MORSE CHAIN CO., Ithaca, N. Y.

ENGINEERING SERVICE OFFICES

BOSTON, MASS.....141 Milk St.
CHICAGO, ILL., Merchants L. & T. Bldg.
CLEVELAND, O.....Engineers Bldg.
DETROIT, MICH...1003 Woodward Ave.
GREENSBORO, N. C....805 Ashboro St.
NEW YORK CITY.....50 Church St.
PITTSBURGH, PA...Westinghouse Bldg.
SAN FRANCISCO, CAL.....
.....Monadnock Bldg.

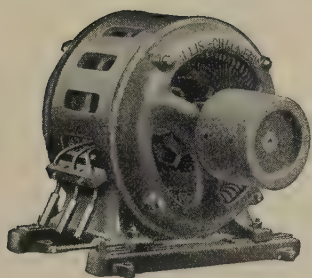
ATLANTA, GA.....Earl F. Scott, M. E.,
.....Candler Bldg.
CANADA.....Jones & Glasco, Regis'd
Montreal, St. Nicholas Bldg.
Toronto, Bank of Hamilton.
KANSAS CITY, MO.,
.....Morse Engineering Co.
.....R. A. Long Building.

MINNEAPOLIS, MINN.,
.....Strong-Scott Mfg. Co.
413 Third Street, S.
ST. LOUIS, MO., Morse Engineering Co.
.....Chemical Building.
LICENSEES FOR EUROPE AND
EASTERN HEMISPHERE
The Westinghouse Brake Co., Ltd.
82 York Road, King's Cross, London, N.

1919 Diary and Memorandum Book in press. Secure copy. Give firm name, position, address.

Motors

For Elevator Drives



Motor Assembly Department
Bullock Works, Cincinnati

Allis-Chalmers Motors are used exclusively in many of the largest terminal elevators of the country and in numerous smaller plants.

The fact that they have been selected by the leading elevator engineers and contractors is their best recommendation.

Our experience, covering a quarter of a century, in the design, building and commercial application of motors of all kinds is at your service.

Let us figure on your requirements

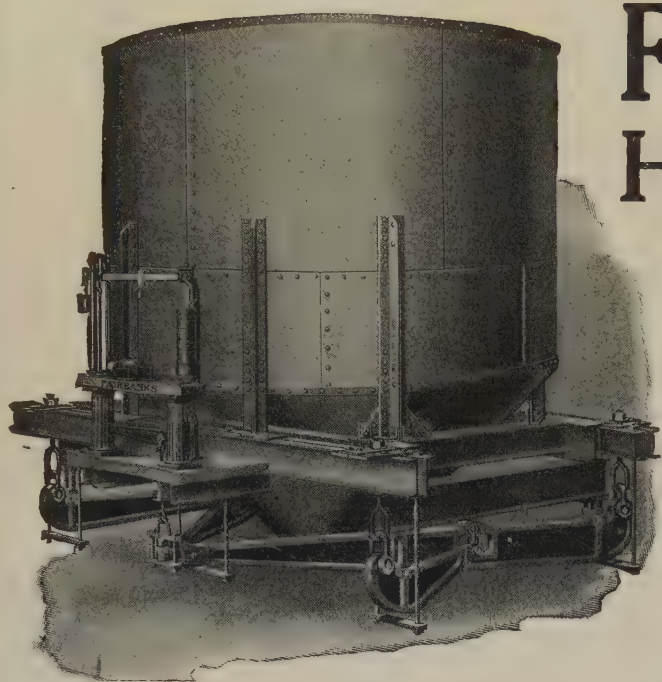
Write for bulletins

Allis-Chalmers Manufacturing Co.
Milwaukee, Wis.

District Offices in All Principal Cities



*They Wanted Large Capacity—
Absolute Accuracy—Lasting
Quality—So They Installed Nine*

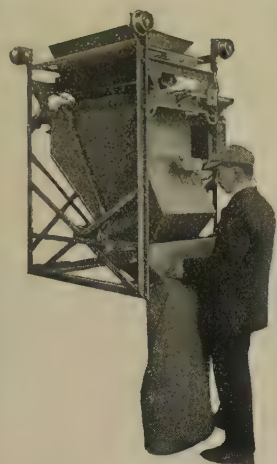


*You also
should use
Fairbanks Scales*

FAIRBANKS Hopper Scales

in the large new modern terminal grain elevator at Council Bluffs. Each scale will weigh up to a carload of grain at a time—quickly—and accurately. A FAIRBANKS Automatic Sacking Scale for continuous weighing is also used in this elevator.

Fairbanks, Morse & Co.
Chicago—Manufacturers



RICHARDSON Automatic Sacking Scales

*Sack Quickly
Weigh Accurately
Count Correctly*

To fill sacks to within a pound or two of the exact weight and then sift in or take out a pound or two with a scoop is a tedious and often inaccurate process. Also, there is always the chance of a wrong count of the sacks. An extra man is needed, too.

RICHARDSON AUTOMATIC SACKING SCALES —

fill the sacks at the rate of from three to seven a minute, according to the kind of material sacked. A mechanical counter records the number of sacks filled. They put the right amount in each sack and never miss a count or write it down wrong, unlike the human weigh-man.

NO TROUBLE IN 9 YEARS

W. T. Reynolds & Co., Poughkeepsie, N. Y., writes: "We take pleasure in stating that we have had one of your scales in continuous use for a period of eight or nine years and during that time we have had no trouble with it whatever, and it has given us very satisfactory service indeed."

"Whenever we may be in the market to purchase additional equipment we will be very glad to take the matter up with you."

The ordinary RICHARDSON AUTOMATIC SACKING SCALE is made in three types: FLOOR PORTABLE, OVERHEAD PORTABLE, and STATIONARY.

The RICHARDSON AUTOMATIC ENCLOSED DUSTPROOF EXTERNAL LEVER SACKING SCALE is made in FLOOR PORTABLE and STATIONARY TYPES. It weighs and sacks corn meal, linseed meal, stock food, hominy, gluten feed and similar ground and sluggish materials. Corn, oats, rye, etc., can be weighed and sacked on same scale.

Write for Bulletin No. 216

RICHARDSON SCALE COMPANY

Passaic, N. J.

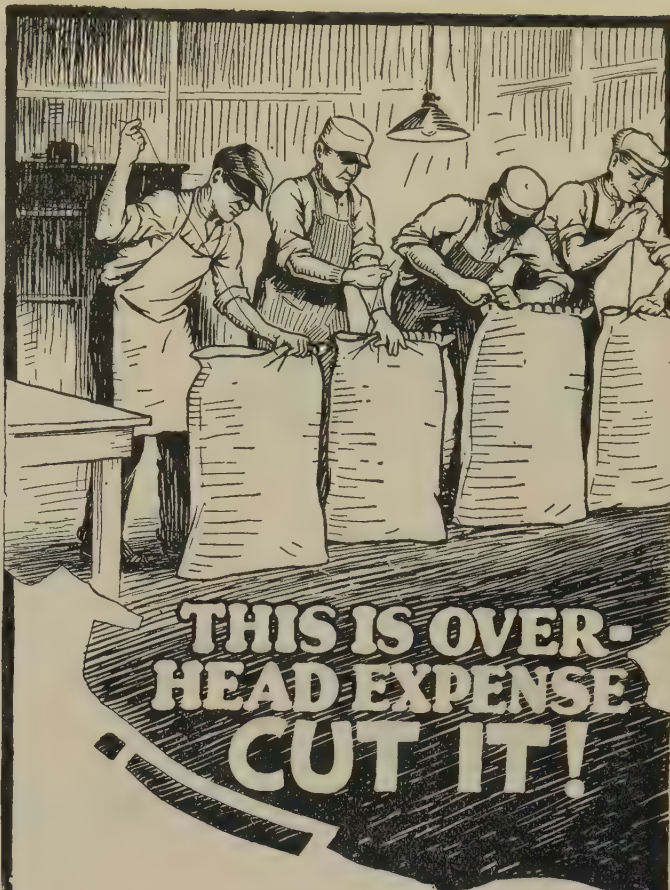
Branches:

New York
Boston
Atlanta

Memphis
New Orleans
Buffalo
Portland

Chicago
Wichita
Minneapolis
Seattle

Omaha
Denver
San Francisco



**THIS IS OVER-
HEAD EXPENSE
CUT IT!**

Closing filled bags is generally termed "overhead expense." It adds nothing to the quality of the product. The operation is merely a necessary evil.

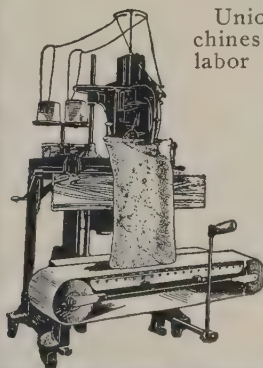
The cost of closing filled bags seems so trivial that it is hardly given serious consideration. However, this expense in a year's time mounts up into big figures. If you are still closing your bags by hand labor, this "overhead expense" is costing you about three times as much as it should.

A Union Special Bag Closing Machine will save two-thirds of your twine cost—will enable you to use a bag one inch smaller in size. Added to these savings in dollars and cents you have the advantages of being able to get out a rush order on time, the appearance of your product is greatly improved and the danger of leakage in transit is entirely eliminated.

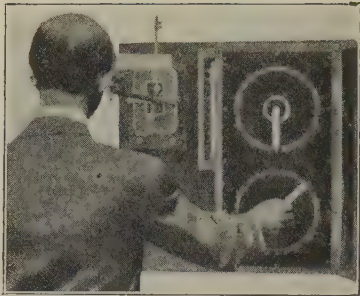
Union Special Bag Closing Machines in these days of high priced labor are practically a necessity.

You can't afford to continue to close your filled bags by the slow, wasteful and obsolete hand methods. Get a Union Special Bag Closing Machine. It is economical, efficient, better.

Not an experiment. Over 1500 in use in the world's largest mills and elevators. Installed in the C. & N. W. R. R. elevator at Council Bluffs.



**UNION SPECIAL MACHINE CO.
CHICAGO**



No Bin-Burned Grain in this Elevator

Read the Temperature of the Grain In Your Bins

The Chicago & Northwestern Elevator at Council Bluffs, Iowa, is equipped with a Zeleny Thermometer System. The temperature of the grain in the tanks can be read on the thermometer. A Zeleny System in your elevator will keep you in touch with the grain in your bins, and therefore prevent needless turnings. It's the only system that will give you the exact temperature of your grain in storage.

Description and prices gladly sent upon request.

WESTERN FIRE APPLIANCE WORKS

542 South Dearborn Street, CHICAGO



The Cyclone Dust Collectors and Dust Collecting Systems

Were selected for The Chicago & Northwestern Railway's New Terminal elevator at Council Bluffs, Iowa, because efficiency is wanted for years to come.

The Dust Collector which is selected for a plant of this kind, is the collector you must specify when placing the contract for your new elevator.

We have a model to suit your exact needs.

The Cyclone Blow Pipe Co.
Chicago, Ill.

Some recent installations completed or now building

Armour Grain Co.,
Argentine, Kans.
C. M. & St. P. Elvtr. "E,"
Milwaukee, Wis.
Twin City Trading Co.,
Minneapolis, Minn.
Northrup King & Co.,
Minneapolis, Minn.
Sask. Co-operative Co.,
Port Arthur, Ont.
Canadian Govt. Rys.,
Transcona, Man.
Jas. Richardson & Sons,
Port Arthur, Ont.
American Milling Co.,
Peoria, Ill.
Kentucky Public Elevator,
Louisville, Ky.
St. John's Terminal Elevator,
Portland, Ore.
South Chicago Terminal, Chicago
Quaker Oats Co., Cedar Rapids.

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

HAVING YOUR name in this Directory will introduce you to many old and new firms during the year, whom you do not know or could not meet in any other way. Many new concerns are looking for connections, seeking an outlet or an inlet, possibly in your territory. It is certain that they turn to this recognized Directory, and act upon the suggestions it gives them.

AMARILLO, TEX.

Panhandle Gr. & Elevtr. Co., whse. gr., fld. seeds.*
Plains Gr. Co., E. S. Blasdel, millet, cane, kafir.*

ATCHISON, KANS.

Blair Elevator Co., receivers & shippers.*

ATHENS, GA.

Eppes, Wm. E., grain, hay, flour, produce.

ATLANTA, GA.

Gregg & Son, J., wholesale brokers, grain, hay.*

BALTIMORE, MD.

Chamber of Commerce Members.

Baltimore Pearl Hominy Co., corn pdts.*
Blackburn & Co., O. F., grain recvrs., exporters.*
Dennis & Co., grain merchants.*
England & Co., Chas., grain, hay.*
Fahey & Co., John T., gr'n receivers & expts.*
Hammond, Snyder & Co., Inc., receivers, expts.*
Hax & Co., G. A., grain, hay, seeds.*
Lederer Bros., grain receivers.*
Manger & Co., J. A., grain, seeds, hay.*
Robinson & Jackson, gr. com. merchants.*
Wack & Co., Henry E., grain, hay, feeds.

BEAUMONT, TEX.

Archer Brkg. Co., W. R., grain broker.

BLOOMINGTON, ILL.

Baldwin Grain Co., brokers.*
Hasenwinkle Grain Co., brks. of country grain.
Worth-Gyles Grain Co., cash and future grain.*

BOSTON, MASS.

Chamber of Commerce Members.

Benzaquin, Matthew D., grain brokerage, com'n.*
Cressey, Fred L., hay, grain, bkg. com.
Jaquith, Parker, Smith & Co., wheat barley milo.*
Marden & Co., C. F., grain brokers.
Taft, R. C., grain broker.

BUFFALO, N. Y.

Corn Exchange Members.

Buffalo Grain Co., recvrs., fwdrs., consignments.
Churchill Gr. & Seed Co., recvrs., shippers.*
Doorty-Ellsworth Co., Inc., brokerage commission.*
Electric Grain Elevtr. Co., consignments.*
Harold, A. W., grain, barley a specialty.
Irwin, Dudley M., barley.*
Pratt & Co., receivers, shippers of grain.*
Taylor & Bourneque Co., receivers and shippers.*
Urmston Grain Co., grain commission.*

CAIRO, ILL.

Board of Trade Members.

Antrim & Co., H. S., receivers, shippers.*
Halliday Elevtr. Co., grain dealers.*
Magee-Lynch Grain Co., grain.*
Thistlewood & Co., grain and hay.

CEDAR RAPIDS, IOWA.

Gifford-Matthews Co., grain and grain pdts.*
King Wilder Grain Co., grain shippers.

CHICAGO, ILL.

Board of Trade Members.

Anderson & Co., W. P., grain commission mchts.*
Armour Grain Co., grain buyers.*
Bailey & Co., E. W., grain commis'n merchants.*
Bartlett & Son Co., L., grain commission.*
Bartlett-Frazier Co., grain merchants.*
Bennett & Co., Jas. E., commission merchants.*
Brennan & Co., John E., grain commis'n mchts.*
Carhart Code Harwood Co., grain commission.*
Dole & Co., J. H., grain and seeds.*
Finney & Co., Sam., consignments solicited.
Freeman & Co., Henry H., grain, hay, straw.*
Gerstenberg & Co., commission merchants.*
Hales & Edwards Co., grain merchants.*
Harvey Grain Co., corn and oats.*
Hitch & Carder, commission merchants.*
Holt & Co., Lowell, commission, grain and seeds.*
Lamson Bros. & Co., consignments solicited.*
Lewis & Co., F. S., grain & provisions.*
Lipsy & Co., grain commission.*
Logan & Bryan, options, cash grain.*

CHICAGO (Continued).

Lowitz & Co., E., grain commission.*
Lyman, Joseph, Grain Co., grain shippers.
McKenna & Rodgers, commission merchants.*
Mumford & Co., W. R., grain, hay, millstuffs.*
Norris Grain Co., grain merchants.*
Paynter, H. M., grain and field seeds.*
Perrine & Co., W. H., grain and commission.*
Pope & Eckhardt Co., grain and seeds.
Press & Co., W. G., grain, provisions, stocks, etc.
Quaker Oats Co., buyers of grain.
Rosenbaum Bros., receivers, shippers.*
Rothchild Co., D., receivers & shippers.*
Rumsey & Company, grain commission.*
Sawers Grain Co., grain commission.*
Schiffin & Co., P. H., commission.*
Shaffer & Co., J. C., grain merchants.*
Simons, Day & Co., grain merchants.*
Somers, Jones & Co., grain and field seeds.*
Thayer & Co., C. H., receivers-shippers.*
Ware & Leland, grain and seeds.*

CINCINNATI, O.

Grain & Hay Exchange Members.

Blumenthal, Max, grain, feed, hay and straw.*
Brouse-Skidmore Co., grain, hay, feed.*
Early & Daniel Co., grain, hay, feed.*
Perin Bros., want corn.*
Mutual Commission Co., hay, grain and feed.*

CLEVELAND, O.

Grain and Hay Exchange Members.

Bailey, E. I., grain and millfeed.*
Cleveland Grain Co., The, receivers and shippers.*
Gates Elevtr. Co., The, recvrs. & shprs.*
Lake Shore Elevtr. Co., grain and feed.*
Sheets Elevator Co., The, grain, hay, straw.*
Shepard, Clark & Co., grain merchants.*
Star Elevtr. Co., receivers, grain, hay, straw.*
Strauss & Co., H. M., recvrs., shprs. hay & grain.*
Union Elevator Co., The, grain and hay.*

DALLAS TEX.

Stagner Bros., recvrs.-shprs. grn., hay, c. s. prod.

DAVENPORT, IOWA.

Davenport Elevtr. Co., receivers and shippers.*
Merchants Elevtr. Co., buyers-sellers all grns.
Purity Oats Co., buyers of grain.

DECATUR, ILL.

Baldwin & Co., H. I., grain brokers.*

DENVER, COLO.

Grain Exchange Members.

Ady & Crowe Merc. Co., The, grain & hay.
Best & Co., J. D., buy and sell all grains.*
Crescent Flour Mills, The, wheat, corn, oats.*
Denver Elevator. We buy & sell grain & beans.*
Hungarian Flour Mills, wheat, corn, oats, etc.
Kellogg Gr. Co., O. M., recvrs. & shprs.*
O'Donnell Grain Co., wholesale grain.*
PHELPS Grain Co., T. D., wholesale grain.*
Summit Gr'n & Coal Co., wh't, corn, oats, rye, bly.*
Thompson Merc. Co., The W. F., wholesale hay.

DETROIT, MICH.

Board of Trade Members.

Carson & Co., H. C., corn, oats, rye.*
Caughy-Jossman Co., grain & seeds.*
Dumont, Roberts & Co., receivers, shippers.*
Huston, O. R., gr., hay congmts. a specialty.*
Lichtenberg & Son, oats, corn, hay, straw.*
Simmons & Co., F. J., grain & hay.*

FORT WORTH, TEX.

Grain and Cotton Exchange Members.

Dorsey Grain Co., receivers, shippers.

FRANKFORT, IND.

Frank & Co., William, grain brokers.

GREAT FALLS, MONTANA.

Barkemeyer Grain & Seed Co., grain dealers.

GREENVILLE, O.

Grubbs Grain Co., E. A., track buyers.*

HASTINGS, NEBR.

Elder, Fred W., whse. grain, hay, mill pdts.*
Koehler-Twiddle Elevator Co., grain dealers.*
Stockham Grain Co., E., whole grain & feed.*

HOUSTON, TEX.

Gulf Grain Co., grain, hay, millfeed.*

INDIANAPOLIS, IND.

Board of Trade Members.

Belt Elevtr. & Feed Co., receivers and shippers.
Bingham-Hewett-Scholl Co., grain merchants.*
Boyd Grain Co., Bert A., strictly brkg. & com.*
Hayward-Rich Grain Co., grain commission.
Heinmiller Grain Co., receivers and shippers.
Hill, Lew, strictly commission.
Hoosier Grain Co., consignments only.
Kinney Grain Co., H. E., receiver and shipper.*
Lowitz & Co., E., grain commission.*
McCardle-Black Co., grain merchants.
Minor, B. B., grain consignments solicited.
Montgomery & Tompkins, receivers and shippers.
Shotwell & Co., C. A., commission, bkg.
Urmston Grain Co., receivers & shippers.*
Witt, Frank A., grain commission & brokerage.*

JACKSON, MICH.

Stockbridge Elevtr., trk. buyers, slrs., gr. & eds.

KANSAS CITY, MO.

Board of Trade Members.

Addison-Benton Grain Co., consignments.
Armour Grain Co., grain buyers.*
Aylsworth Grain Co., receivers, shippers.*
Beyer Grain Co., consignments & mill orders.
Bruce Bros. Grain Co., consignments.
Clay (Frank B.) Grain Co., hedging—mill orders.*
Christopher & Co., B. C., kafir, feretita, milo.*
Croysdale Grain Co., grain commission.
Davis Grain Co., A. C., grain commission.
Denton Kuhn Gr. Co., consignments.*
Ernst-Davis Grain Co., commission.*
Fisher Gr. Co., C. V., receivers & shippers of gr.*
Frisco Elevators Co., grain merchants.*
Goffe & Carkener, recvrs. and shprs. of grain.*
Hall-Baker Grain Co., consignments.
Hinds Grain Co., The, receivers, shippers.*
Kemper Mill & Elevtr. Co., grain and feed.*
Langenberg Bros. Gr. & Hay Co., recvrs., shprs.
Mensendieck Grain Co., consignments.*
Moore-Lawless Grain Co., grain receivers.*
Moore-Seaver Grain Co., receivers & shippers.*
Morrison Grain Co., consignments.
Norris Grain Co., grain merchants and exporters.
Parker Corn Co., corn, oats, kafir, milo.*
Roehen Grain Co., E. E., consignments.
Root Grain Co., consignments and futures.*
Scular-Bishop Grain Co., consignments.*
Simonds-Shields-Lonsdale Gr. Co., recvrs.-expts.*
Stevenson Grain Co., buyers and sellers.*
Terminal Elevators, receivers, shippers.*
Twiddle-Wright Grain Co., consignments-futures.
Thresher Fuller Grain Co., grain commission.*
Vanderslice-Lynds Co., grain commission.
Western Grain Co., shippers (a specialty).*

LAKE CHARLES, LA.

Beatty Brokerage Co., grain brokers.*

LAKE VILLAGE, ARK.

City Feed Co., The, whsl. hay, grain & feeds.

LITTLE ROCK, ARK.

Board of Trade Members.

H. K. Cochran Co., receivers and shippers.
Cunningham Commission Co., gr., corn products.*
Darragh Company, hay, grain, mixed feeds.*
E. L. Farmer Co., brokers, hay, grain, mill feeds.
Munn-Burrow Brokerage Co., grain, hay millfeed.*
George Niemeyer Grain Company.*
J. F. Weinmann Mfg. Co., wholesale gr. and feeds.

LIMA, O.

Pollock Grain Co., buyer grain, hay, straw.*
Riddle & Co., T. P., hay and grain.

LOUISVILLE, KY.

Board of Trade Members.

Bingham-Hewett Gr. Co., recvrs.-shprs. grain.*
Callahan & Sons, receivers and shippers of grain.*
Edinger & Co., grain, hay, flour.
Fruechtenicht, Henry, hay, grain, mill products.*

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

LYNCHBURG, VA.

Moon-Taylor Co., oats, grain and hay brokers.*

MEMPHIS, TENN.

Merchants Exchange Members.

Browne, Walter M., broker, com. merchant.*
Buxton, E. E., broker and commission merchant.*
Davis & Andrews Co., grain dealers.*
Hasenwinkle Co., H. J., consignments.*
U. S. Feed Co., grain, hay, millfeed.

MERCER, MO.

Alley Grain Co., oats, grain, wheat, seeds.*

MIDDLETOWN, CONN.

Meech & Stoddard, Inc., grain, feed, hay, flour.*

MILWAUKEE, WIS.

Chamber of Commerce Members.

Bacon Co., E. P., grain and seed.*
Donahue Stratton Co., grain merchants.*
Hansen & Owen, grain commission.*
Kann Company, F. C., barley and rye.*
Moering Grain Co., grain and feed.*
Rankin, M. G., & Co., grain and feed.*
Rialto Elvtr. Co., grain receivers & shippers.*
Runkel & Dadmun, grain commission.*
Taylor & Bournique Co., shprs. corn, oats, barley.*

MINNEAPOLIS, MINN.

Chamber of Commerce Members.

Benson, Stabeck Co., grain com.*
Cargill Commission Co., grain commission.*
Carter, Sammis & Co., grain commission.*
Cereal Grading Co., grain merchants.*
Dairymple Co., William, gr. com.*
Davies & Co., F. M., grain commission.*
Gatchell-Tanton Co., grain commission.*
Godfrey-Blanchard Co., grain recvrs-shprs.*
Gould Grain Co., receivers & shippers.*
Hankinson & Co., H. L., grain commission.*
Lewis & Co., Chas. E., consignments.*
Marfield Grain Co., grain commission.*
McCaull Dinsmore Co., consignments solicited.*
Poehler, H. & Co., grain commission.*
Scroggins McLean Co., corn and oats.*
Van Dusen-Harrington Co., grain merchants.*
Woodward Newhouse Co., grain merchants.*
Zimmerman, Otto A., barley & oats my spec'ly.

NEWARK, N. J.

Smith & Wallace Co., J. C., receivers, shippers.

NEW ORLEANS, LA.

Steele Co., The J. H. W., gr. frt. brok. & forwdrs.*

NEW YORK CITY.

Produce Exchange Members.

Boile-Watson Co., Inc., receivers and exporters.*
Brainard Commission Co., consignments.*
Blake, Thomas M., buyers—quote us.*
Jones & Co., M. B., buyers—quote us.*
Knight & Company, commission merchants.*
Morey, L. A., grain.*
Therrien, A. F., broker.

OKLAHOMA CITY, OKLA.

Grain Exchange Members.

Conyers Grain Co., grain merchants.*
Dustin Grain Co., grain, feed, seeds.*
Langenberg Bros. Gr. Co., grain merchants.*
Oklahoma Export Co., grain commission.*
Okla. City M. & E. Co., grain mer., mfrs.*
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Miles, P. B. & C. C., grain commission.*
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Miller & Sons, L. F., grain, seeds, hay.*
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Richardson, Geo. M., grain and feeds.*
Rogers & Co., E. L., hay, straw, grain, feed.*
Scattergood & Co., S. F., corn-oats.*
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The Grain Dealers Journal takes particular pains to list in this Directory only such firms as are thoroughly representative. The introduction we give to the trade is accordingly worth more than if this were a haphazard collection of names, without regard to reputation. The Journal's policy throughout is to safeguard the interests of its readers, and to be of valuable assistance to responsible advertisers. It shows in every line and page editorial care and precision, with never any guesswork in what we print, and nothing in any sense questionable allowed to get past the watchers on guard.

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GRAIN DEALERS JOURNAL

315 So. La Salle St., CHICAGO ILL.

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(The Month of December Estimated.)

	Receipts		Shipments
Flour	9,000,000	Brls.	6,400,000
Wheat	67,500,000	Bu.	56,100,000
Corn	102,900,000	"	45,600,000
Oats	136,600,000	"	91,400,000
Rye	4,900,000	"	3,100,000
Barley	18,300,000	"	4,400,000
Cured Meats	270,200,000	Lbs.	921,900,000
Fresh Meats	1,246,600,000	"	1,570,400,000
Lard	122,800,000	"	341,700,000
Hay	323,800	Tons	65,600

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Certain Departments

in this number of the GRAIN DEALERS JOURNAL are especially interesting. After you have read them, consider carefully whether you are not better off with the twenty-four numbers of the Journal, on your desk, or the dollar and fifty cents in your pocket.

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Ask Us for Bids
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Receivers and shippers, grain and beans.

O. M. Kellogg Grain Company

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Phelps Grain Co., T. D.

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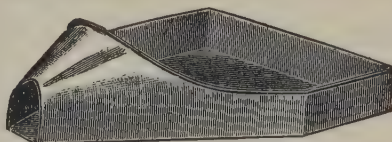
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 We Buy and Sell all Kinds of Grain 



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Notify and make drafts on us at 513-516 Merchants Exchange, St. Louis.

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from farmers.

Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net Pounds,
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OF GRAIN

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are interested in the grain business we
will want the Journal.—Morrison &
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Grain Commission Merchants
Sellers of Cash Grain and
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Superior Service assured in shipping to
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The Reliable and Progressive
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Consign Us Your Grain and Seeds
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International Game, played in Toledo, Ohio.
Providence does dealing. When "Seedy" favor
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Like Billy Sunday, they deal in cash and futures

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Receivers and Shippers
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The McCaull-Dinsmore Co.
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TO MILLERS: Write us for
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612 Chamber of Commerce
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Solicit Your Consignments
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Our prices are always in line and our service
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Your business. Hitch up with an
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You will then have a pleasant and
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Godfrey-Blanchard Co.
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WHEAT - CORN - OATS

TO

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PEORIA

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Quick Returns to all. Ask for Our Bids.

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GRAIN AND SEEDS

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If you prefer to sell to arrive
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GRAIN

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Elevator Equipment

Tell us what you need for your Grain
Elevator and we'll tell you where to
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NEW CORN

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Top the Market

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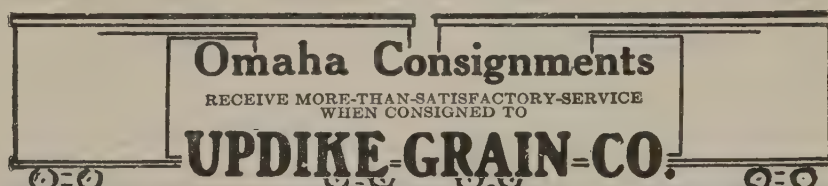
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LETTER AND BIDS

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"All We Know Is Consignments"

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Save telegraph tolls. Keep your business
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Mid-West Consumers Grain Co.**Grain Merchants****Corn Oats Wheat Barley Rye***"Get in touch with us"***Hubbell Building****DES MOINES, IOWA***Consign or Sell Your Grain and
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We serve you in a way that will retain your patronage. We are in the market at ALL times. Correspondence solicited. COTTON-SEED CAKE AND MEAL A SPECIALTY. We supply the requirements of shipper and feeder.

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Consign your wheat to me, using EXPORT rates in your calculations. You will get excellent results.

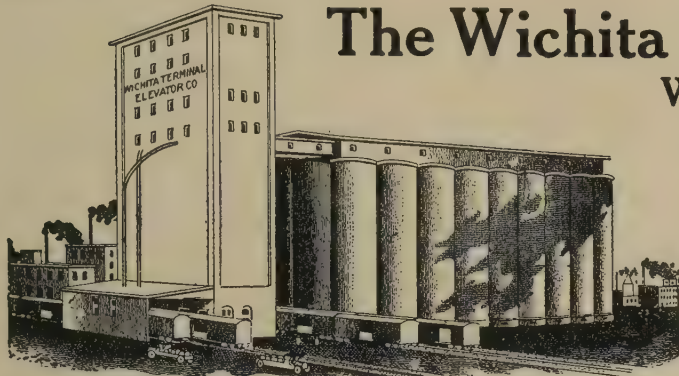
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OMAHA, NEB.**

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—E. J. Wood, Cedar Rapids, Ia.

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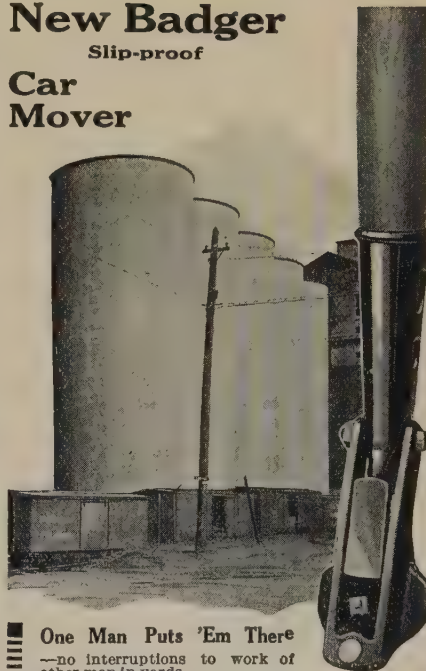
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Powerful Compound Leverage with the "push"
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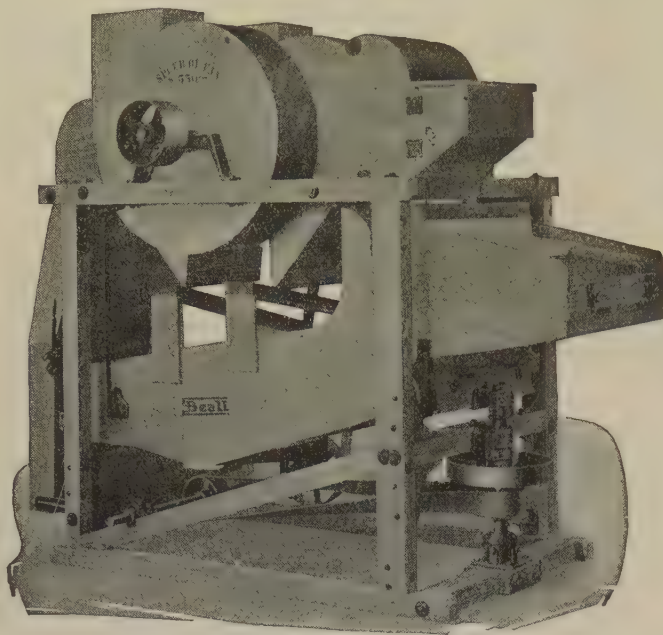
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Clover Packing
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A splendidly balanced, smooth-running machine that pays a good profit wherever used, cleaning grain evenly and thoroughly with two independent fans.

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The air system is as perfect as modern ingenuity can make it. Never any disappointment. Send for Catalogue giving full working particulars and complete details.

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Every experienced grain man knows that loading spouts wear only on the bottom side.

YOU have thrown away hundreds of dollars in grain spouts because of small holes. 98% of these spouts were still good. When small holes wear in the Kewanee, you don't have to throw away the spout. Just slip in new bottoms at a few cents each. Each section will outwear dozens of bottoms.

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Give us the size of your down spout and length of your present loading spout, and let us show you how to save. A rough sketch will help us. You will be under no obligations.

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Kewanee
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Bottom
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Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

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Prevent
CLAIM LOSSES
with
TYDEN CAR SEALS

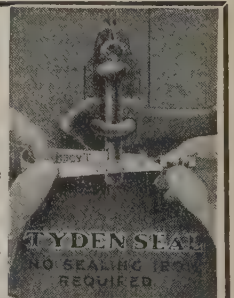
Bearing shipper's name and consecutive numbers.

6000 SHIPPERS
Are now using them.

Write for samples and prices.

INTERNATIONAL SEAL & LOCK CO.

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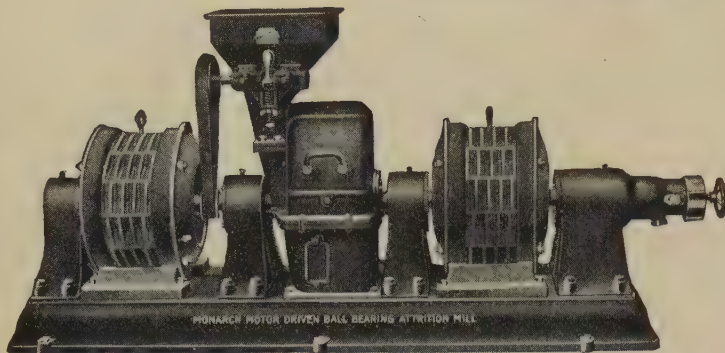
In closing the largest and most successful year's business in our fifty-nine years' experience devoted exclusively to the manufacture of Flour and Cereal Mill and Grain Cleaning Machinery and Equipment, we desire to thank our many friends for their patronage and to wish them, one and all, a Happy and Prosperous New Year.

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**MILL BUILDERS AND
MILL FURNISHERS**

ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.

The "Monarch" Ball Bearing Attrition Mill



MONARCH "worth while" feed grinding service has become proverbial and in the majority of cases, one machine sold is the means of selling another.

MONARCH service means no shutdowns; no hot bearings; no uneven grinding; little expense for power and lubricant; perfect convenience and accessibility and a minus quantity in the repair cost column.

It will really pay you to get acquainted with the MONARCH. Send for illustrated Catalogue D No. 115. The more you know about grinding machines, the surer we are of your order.

Sprout, Waldron & Company

Mill Builders and Milling Engineers

P. O. Box No. 26

Main Office and Works: MUNCY, PA.

Chicago Office: No. 9 S. Clinton St.

Unless you have a Magnetic Separator ahead of your rolls or Attrition mill, you are courting "Loss of your mill by fire"

The ordinary type of magnet is protection, but the Electro style is BETTER PROTECTION, and you cannot invest your money to greater advantage.

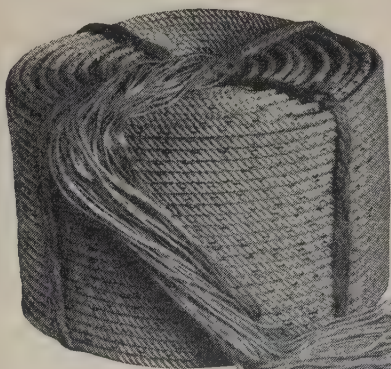


No one cares to lose in a few hours what has taken a life time to accumulate. A few dollars will save you the worry and anxiety of a dreaded fire.

Operated by direct current of electricity

INVINCIBLE GRAIN CLEANER COMPANY

SILVER CREEK, N. Y.



FROM MAINSHAFT TO HEAD

Specify AJAX TRANSMISSION Rope in your elevator. Designed especially for grain elevators, it is the best rope the most skillful workmanship can produce. Delays caused by broken transmission rope are expensive. Specify AJAX on your next job.

H. CHANNON CO.

Chicago, Ill.

AJAX

A TWO WAY PROFIT for GRAIN DEALERS

BUY THE FARMER'S GRAIN— SELL HIM SUCRENE FEEDS



Under the stress of high grain prices farmers generally have adopted the policy of selling their grain and buying Sucrene Feeds for their live stock. Many grain dealers are taking advantage of this change in feeding method to find it brings them profits they never had before. Of 1100 grain dealers who built elevators last year over 400 built large feed warehouses in connection with them, carrying large stocks of ready mixed feeds to supply the demand of farmers whose grain they bought.

Sucrene Feeds Offer Dealers Strongest Guarantee of Permanent Business

Because they are not merely fall and winter sellers, but all year round sellers—no left-over stocks.

Because they are distinctive among mixed feeds in being a complete line of correctly balanced, highly palatable, guaranteed quality rations for all live stock and poultry.

Because dairymen and stock feeders find these feeds more economical to buy and more profitable to feed than ordinary rations.

Because the name "Sucrene" has been made familiar to dairy men and stock raisers through continuous large space advertising and through 18 years' steadily growing popularity among leaders in the live stock business.

We Co-operate Closely and Aggressively with Dealers Through Our Salesmen

The Sucrene Line Includes:

Sucrene Dairy Feed
Sucrene Calf Meal
Sucrene Hog Meal
Sucrene Poultry
Mash with Butter-
milk
Sucrene Scratch Feed
Sucrene Alfalfa Horse
Feed
Amco Fat Maker
(for steers)
Amco Dairy Feed
(25% Protein)

We supply you with attractive literature on all Sucrene Feeds for free distribution among your farmer customers. Now is the time to push Sucrene Feeds. Take advantage of the new conditions to establish your permanent leadership in the feed trade.

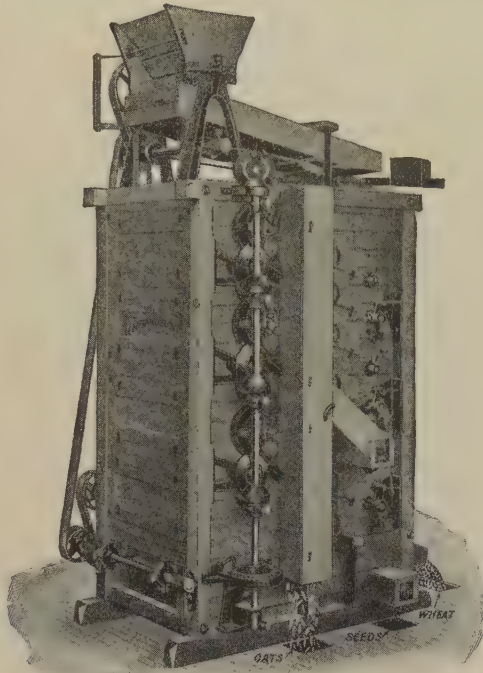
AMERICAN MILLING COMPANY
DEPARTMENT 50 PEORIA, ILLINOIS

Branches:

Syracuse, N. Y.; Philadelphia, Pa.; Boston, Mass.; Cleveland, O.

We solicit consignments of grain for merchandising. Have ample storing, sacking and shipping facilities.

THE RICHARDSON OAT SEPARATOR



No. 3 Richardson Oat Separator with Scalper Suction and End Shake Seed Screen, with Automatic Brush Under the Seed Screen

Has passed the Experimental Stage
and

Grain Dealers and Millers who have tried it by the side of other makes positively know, by actual experience, that it is entirely in a class by itself, and the real and only solution of separating

Oats From Wheat

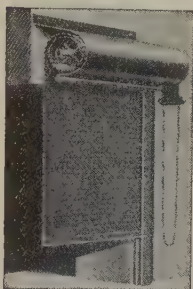
Why waste time and money on an experiment when you can get the *time tried* and *efficiency* tested

Richardson Wheat and Oat Separator

For particulars write

RICHARDSON GRAIN SEPARATOR CO.
Minneapolis Winnipeg

EDWARDS ROLLING STEEL DOORS



rated



Handle Operated

Made of special cold rolled steel, heavy enough to be an absolute protection against fire and burglars. Patented mechanism closes doors automatically in case of fire. All sizes available up to 40 feet wide and 100 feet high.

Special designs and specifications prepared by our Engineering Department for the asking. We also make Metal Roofing, Steel Lockers, Portable Buildings, Metal Bins, Metal Shelving, etc.

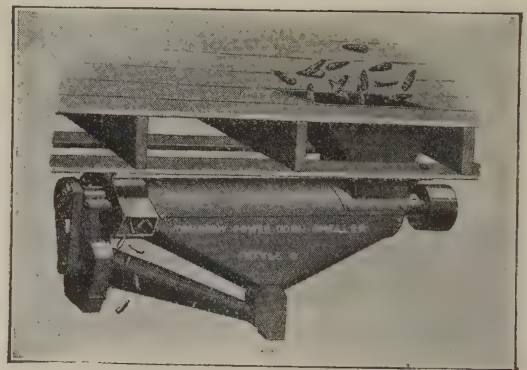
Send for catalog giving full particulars.

THE EDWARDS MFG. CO.

339-389 Eggleston Avenue

CINCINNATI, OHIO

Lester G. Wilson, Cons. Engr.



NO WOOD

IN TRIUMPH CORN SHELLERS

Triumph Corn Shellers are built entirely of iron and steel. There is no wood to warp or crack. They are built for endurance and have endurance, for hundreds of them have shelled corn for twenty years and more, and are still going strong.

If you want a dependable sheller—get a Triumph. It will pay.

Bulletin upon request.

THE C.O. BARTLETT & SNOW CO.
MAIN OFFICE & WORKS: CLEVELAND OHIO, U.S.A.
EASTERN OFFICE AT NEW YORK, N. Y.

Electric Drive

in the Flour and Feed Mill

—possesses many time, labor and money-saving possibilities, that are revealed only by practical application to your individual plant conditions. When you back up your electric drive with

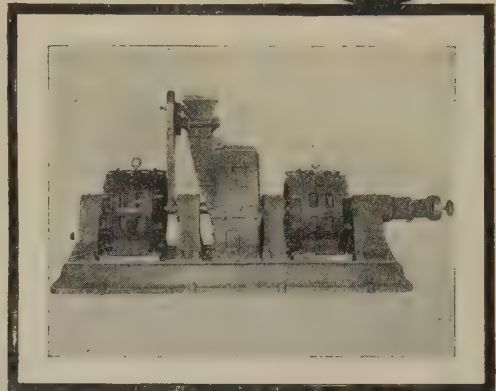
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—you are assured of unsurpassed efficiency and reliability.

Westinghouse Service provides you with the knowledge and ability of a corps of experts with an intimate knowledge of your work. Write our nearest office.

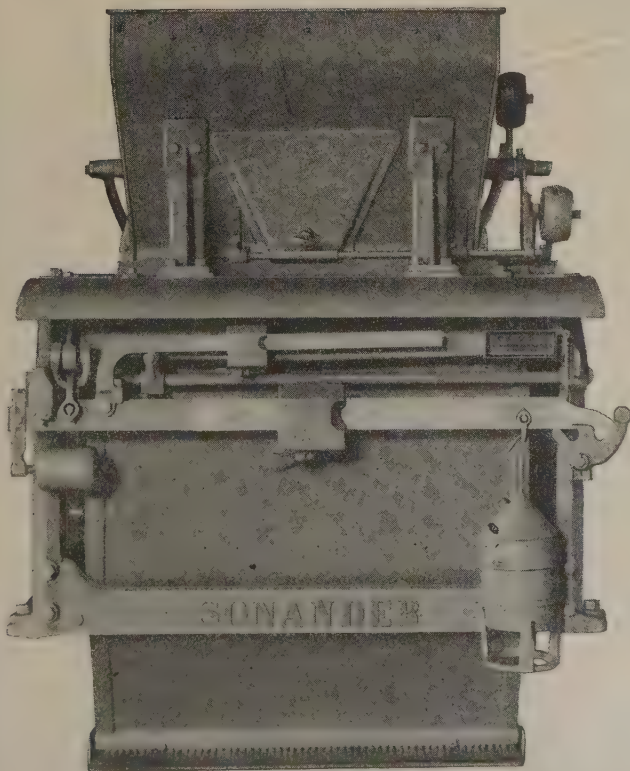
Westinghouse Electric & Mfg. Co.,
East Pittsburgh, Pa.

*Westinghouse motor drive
on Sprout Waldron Attrition Mill.*



Westinghouse

Be Sure of Your Weights



When you put in a claim against a railroad for grain lost in transit are you always sure that the weights you give are correct? Will they stand rigid investigation? These are the things you must think about before you file your claim. Why not feel sure of it; convinced that these weights are correct. You will if you will install a

Howe-Sonander Automatic Scale

This scale is built in various sizes. Its Non-Chokable Feed Hopper prevents cobs or trash from stopping the scales.

If you are desirous of learning more about this scale, write to any of the offices below.

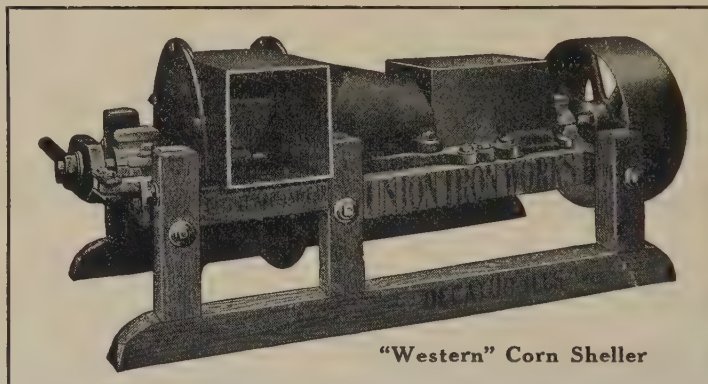
Howe Scale Co. of Illinois

CLEVELAND, OHIO, 1424 W. 9th St. Henry Vogel, Mgr.
CHICAGO, ILL., 1315 So. Wabash Ave. O. B. Main, Mgr.
ST. LOUIS, MO., 409 4th St. F. L. Rogles, Mgr.
KANSAS CITY, MO., 1510 Main St. W. C. Peak, Mgr.
For Washington, Oregon and Idaho Business, Address
Pacific Scale & Supply Co., Wm. Schweizerhof, Mgr., 46 Front St.,
PORTLAND, ORE., or 546 1st Ave. So., SEATTLE, WASH.

*The Compliment
to All*

Western Service

The dominant impulse in connection with this business is to make friends, and induce one sale to bring another. Apply that policy to over forty years' active association with Elevator operators and



"Western" Corn Sheller

the reason for the continued success of the "Western" line is clear and perfect. Our machines of each kind are the best of their kind. We've no room here for anything inferior.

For 1919 we promise still better service, with the entire organization completely ready regarding Elevator Equipment. Write us your requirements. Letter and telegraph orders filled promptly.

UNION IRON WORKS

Decatur, Illinois, U. S. A.

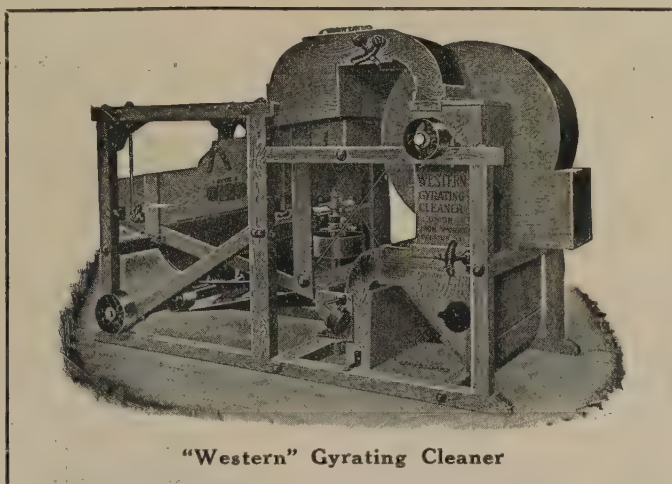
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ads



Western Equipment

will greatly increase the efficiency of your Elevator and help you in reducing operating costs to a minimum. We supply—

Car Loaders
Buckets
Boots
Elevator Heads
Feed Mills
Spouting
Turnheads
Cleaners
Shellers
Gears
Beltings



"Western" Gyrating Cleaner

Conveyors
Manlifts
Link Belting
Pulleys
Shafting
Clutches
Distributors
Take-ups
Scales
Car Pullers
Couplings

The Elevator owner, whose plant is equipped with WESTERN machinery, is bound to get the biggest profit his business will yield. The tested and proved superiority of our machines conforms in every way to the most modern Elevator equipment standards.

If you appreciate the demand for equipment so dependably efficient, write for catalog.

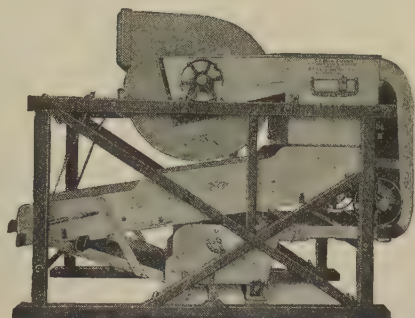
UNION IRON WORKS

Decatur, Illinois, U. S. A.



COMPLETE EQUIPMENT

For Your Elevator



THE "U. S." GRAIN CLEANER

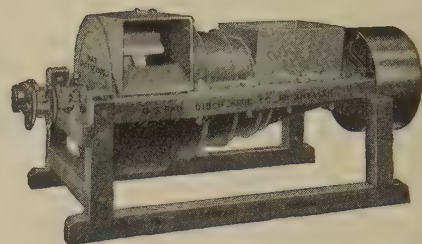
Durable, thorough in operation, and will stand up under a heavy strain. The U. S. has one powerful fan which is under control of the operator at all times, and makes less spouting to build. It can be driven from either side, has two air separations, dustless, light running, all journals run cool, is strong and durable and, in fact, is built to give entire satisfaction.

Send us your orders for Sprocket Wheels, Shafting and Bearings, Elevator Boots, Heads, Buckets, Turn Heads, Spouting, Pulleys, Belting, Sheaves and Rope.



The Constant Safety Manlift

Ball bearings. Easily operated. Strong and durable. Equipped with either Manilla or Steel Cable Hoisting rope.



THE "U. S." CORN SHELLER

Costs no more than the imitations. Money and time saved when repairs are needed. Only a wrench and the new casting necessary.

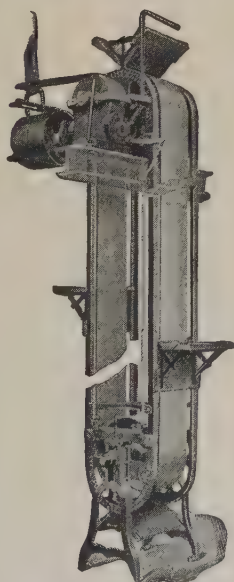
All our Corn Shellers are now mounted on heavy wood frames, unless you prefer the all iron sheller.

No excuse for cracked corn when you use the U. S. Corn Sheller.

Send for further particulars.

B. S. Constant Mfg. Co.
Bloomington, Ill.

THE HUMPHREY EMPLOYEE'S ELEVATOR



again was given preference as a part of the equipment of the Chicago & Northwestern Railway Elevator at Milwaukee.

This is proof of the HUMPHREY efficiency in power man-lifts. Saves time and energy of workman.

Write for prices and detailed information why the "Humphrey Endless Belt Route" means bigger profits to the owner.

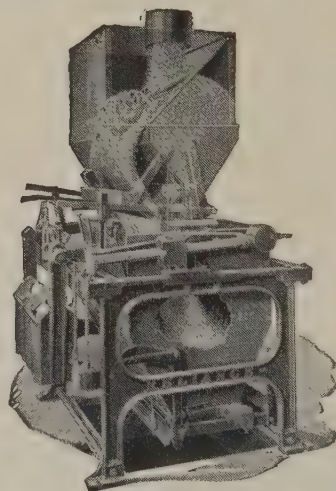
HUMPHREY ELEVATOR COMPANY

Dept. G.
Sole Manufacturers

Faribault,

Minnesota

RELIANCE AUTOMATIC SCALES



New and improved features put these scales in a class by themselves. Weigh evenly and accurately, screening the grain for sticks or stalks, and allowing a steady, uniform flow under all conditions.

Send for fuller information

National Automatic Scale Co.
3440-3442 So. Ashland Ave. CHICAGO, ILL.



**It Ought to Be
Christmas Every
Day with Us as
Far as Goodwill
Is Concerned**

Our relations with the trade have always and continuously been of the best because of the individual care we give all orders and the superior merit of

Eureka Grain Cleaning Machines

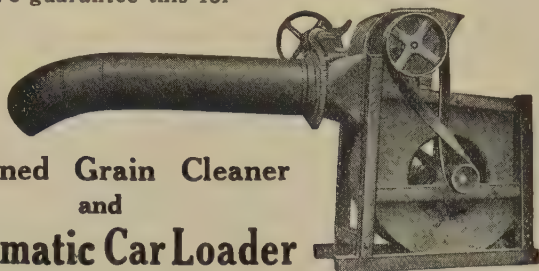
We stop at no pains or expense to insure the most positive satisfaction with everything sent out under our name, and in extending the Season's Compliments to our hosts of friends we emphasize anew our sincere devotion to their interests.

S. HOWES COMPANY, Inc.
SILVER CREEK, N. Y.

CLEAN AND LOAD IN ONE OPERATION

Now that grain is commanding such a high price and there is and will be such a demand for it, it behooves you to load it properly, this means that you should use a Car Loader that cleans and loads at the same time. We guarantee this for

The
Combined Grain Cleaner
and
Pneumatic Car Loader



It does not mill or crack the grain; fills cars to full capacity; strong, durable, requires no attention after starting. Cools and dries the grain as it passes through the air.

Used by hundreds of elevator owners. List of users will be sent you on request.

Write for list and circulars

MATTOON GRAIN CONVEYOR CO., Mattoon, Ill.

WAGON HOISTS AND DUMP IRONS



Used PULLEYS
SHAFTING
BOXES, Etc.

Send for Lists

W. D. BROWNING

73 Washington MEMPHIS, TENN.



The owners of this elevator state that DIXON'S SILICIA-GRAPHITE PAINT has been used by them for many years both on iron and woodwork and that it is the

Most Serviceable and
Most Economical Paint

they have ever used. Expert opinion and service records of this kind should persuade you to be a user of DIXON'S SILICIA-GRAPHITE PAINT

Booklet No. 15 B will interest you.

Made in Jersey City, N. J., by

JOSEPH DIXON CRUCIBLE COMPANY
ESTABLISHED 1827

\$200,000,000 Yearly Lost by Rat and Mouse Damage

IT TAKES 300,000 MEN JUST TO REPAIR THIS DAMAGE

Stop It
by Using

Feed directly
from the can.

No money if
rats and mice
do not eat it.

Rat Cure
NEVER FAILS

No Mixing
No Odors

Get our dealers' proposition. Send for printed matter then you will not need urging.

IN TABLET FORM

MORISRITE MFG. CO.

Bloomfield, N. J., U. S. A.

THE MILLER NON-FREEZING PUMP TYPE FIRE EXTINGUISHER

Capacity 2½ Gallons



Simple
Operation
of a
Pump

Discharging
and
Stopping
at will

Non-
Freezing
40 below
Zero

Harmless
to Flesh
or
Fabrics

Throws a Continuous Stream 45 Feet
CONSTRUCTION of this appliance MUST NOT BE CLASSED with the ordinary pump in general use.

UNDERWRITERS' LABORATORIES, INC.
INSPECTED
HAND PUMP FIRE EXTINGUISHER
2½ GALLONS

Can be tested any time without the loss of liquid, the solution being discharged back into the shell through the filler.

A Practical and Reliable Fire Appliance for all Seasons of the Year

OUR NON-FREEZING PUMP TYPE FIRE EXTINGUISHER

is constructed of heavy copper, brass and non-kinking hose. It has withstood an unlimited test in every detail for durability and efficiency, under all conditions to which an appliance of this kind is subjected in general use, by the Underwriters' Laboratories, Inc., under the direction of the National Board of Fire Underwriters.

Can be tested any time without the loss of liquid, the solution being discharged back into the shell through the filler.

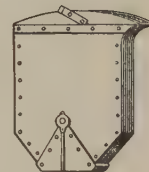
There is no time lost in generating a pressure. A powerful, continuous stream forty-five feet is thrown immediately, which can be stopped and put into action at will, preventing any waste of liquid.

Miller Chemical Engine Co.

Builders General Fire Appliances

220-222 W. Huron St.

Chicago, U. S. A.



KLINGLER AUTOMATIC SCALE

Formerly called
"NORTHWESTERN"

KLINGLER MFG. CO.

915 Washington Ave. So.
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THE ROBERTS ALFALFA MILL

When fitted with baled hay attachment will grind baled hay as readily as loose hay without the operator breaking the bales.

The Roberts Packers are especially designed for alfalfa meal, easily operated and do not tear the bags.

Maximum capacity with minimum power.

Write for catalog and descriptive matter.

THE ROBERTS MILL & MACHINERY COMPANY

1725-31 Blake Street, DENVER, COLORADO

The Van Ness Safety Roller Bearing Manlift

Is built for service. Made from Selected White Birch, has direct acting springs, double safety device that will not fail, runs easy, unnecessary to bolt or lock it while not in use.

Has wire cable and cotton hand line. Sold on 30 days' trial. Write for circulars and prices.

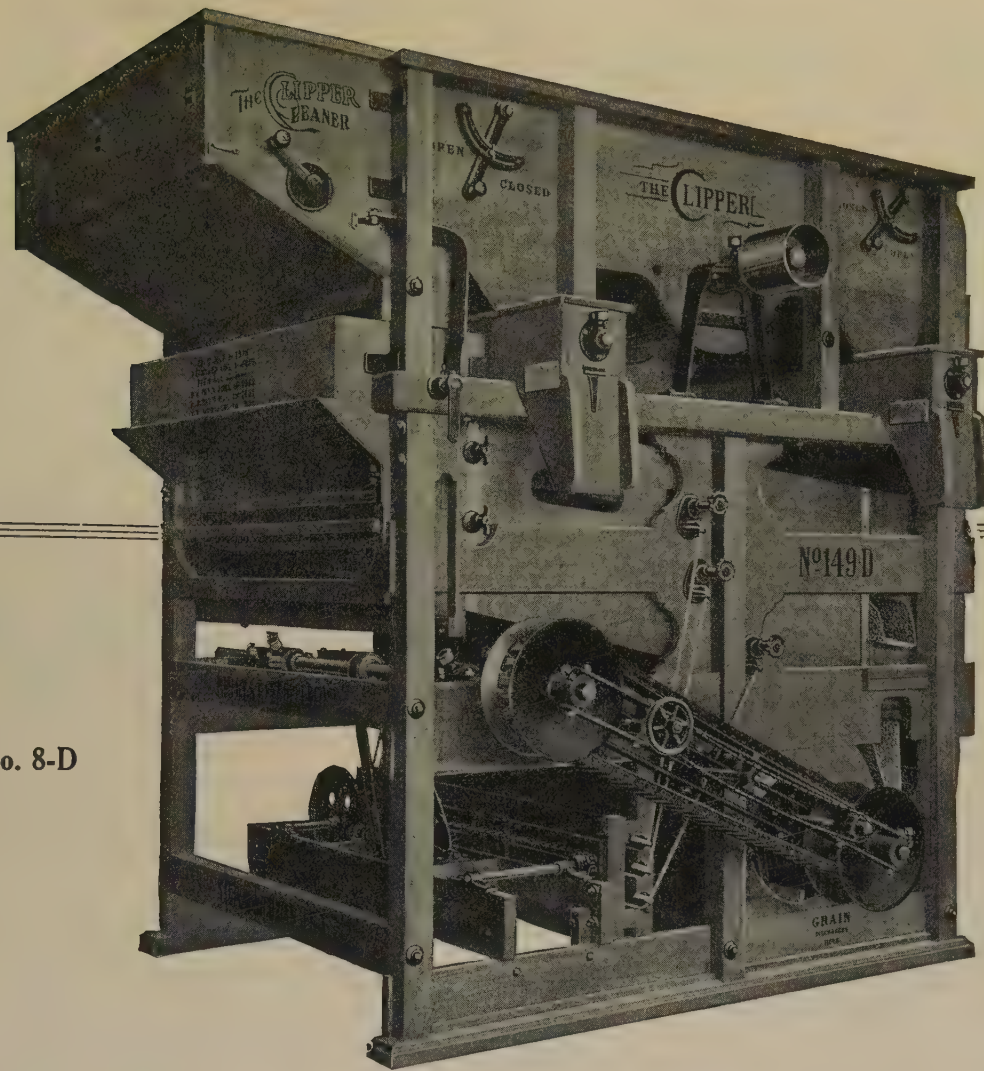
Manufactured and for sale by

R. M. Van Ness
Construction Company

203 Grain Exchange
OMAHA, NEB.

We Build
Modern Grain Elevators





No. 8-D

No. 149-D

The "CLIPPER" DOUBLE SUCTION GRAIN CLEANER

With Ball Bearing Exhaust Fans and Variable Air Regulator

No other machine has as many wonderful TIME SAVING and LABOR SAVING devices as the Clipper Cleaners. Skilled labor is difficult to secure. Every move, every minute saved, will enable you the more easily to take care of your business.

The Variable Air Regulator enables you to secure any desired degree of air blast without any annoying changes of pulleys or shifting of belts. A simple turn of the wheel does the trick.

Our Double Screen System permits the oats screen and the wheat screen to be left constantly in the shoe. The grain is shifted by means of a gate onto the screen it is desired to use.

Our Traveling Brush System keeps the screens from clogging and the machine working at its highest efficiency ALL THE TIME.

The yearly balance sheet of the user of Clipper Cleaners shows that it pays to have the best that can be procured in the line of grain or seed cleaning machinery.

Write for catalog

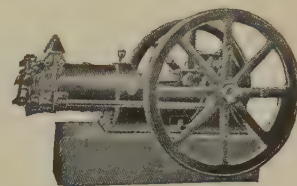
A. T. FERRELL & CO., Saginaw, W. S., Mich.

MENTE & COMPANY*New and Second Hand***Burlap Bags****NEW ORLEANS****THE ONLY SANE, SAFE THING****to do is to install an All Metal
Fire Proof****Knickerbocker "1905" Cyclone
DUST COLLECTOR****The Knickerbocker Co.,****Jackson, Michigan****O**UR advertisers are helping us to improve Grain Trade conditions. SHOW YOUR APPRECIATION, Mention G. D. J.**UNUSUAL SERVICE**

Otto Gas and Gasoline Engines are ever ready for light or heavy loads, for emergencies or steady service.

OTTO ENGINE**GAS—GASOLINE**

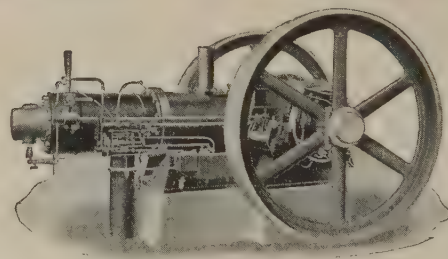
Give continuous, unusual service. 100,000 in use. Stock designs up to 40 H.P. ready for early delivery.

Important: As kerosene is cheaper than gasoline, a great saving in operating can be effected by equipping your Otto with our kerosene burning attachment.**Use Otto Engine Oil** and buy your Edison Battery renewals from us.**Magnetos:** Consult us before purchasing.**OTTO ENGINE MANUFACTURING CO.**Successor to Otto Gas Engine Works
3217 Walnut Street, Philadelphia, Pa.
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—FIRST IN NEWS!
 —FIRST IN ENTERPRISE!
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 The Grain Dealer's Journal

AS PIONEERS in the manufacture of rubber belting for elevating and conveying grain, we feel that we are in better position than other manufacturers to cater to the needs of grain elevator owners. The world's largest grain elevator, many of the larger terminal elevators and scores of country houses use our Elevator Belting. It is warranted to run perfectly smooth and true on pulleys, and can be depended upon at all times to do the work required.

Belts punched accurately for buckets if desired. Estimates for elevator equipments cheerfully furnished.

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NEW YORK124-126 W. Lake Street
CHICAGO, ILL.2d Ave. N. and 3d Street
MINNEAPOLIS, MINN.218-220 Chestnut Street
ST. LOUIS, MO.**Muncie Oil Engines**

Save Money on Fuel
 Save Money on Labor
 Save Money on Repairs
 Save Money on Shut-downs

Secure More Power
 Secure Steadier Power
 Secure Closer Regulation
 Secure Better Reliability

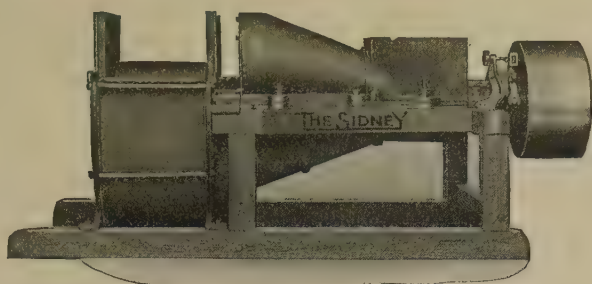
**Operate on the cheapest grades of
FUEL OIL OR CRUDE OIL**

Low grade oils are Cheaper
 Low grade oils are Easier to Get
 Low grade oils give More Power
 Low grade oils are Less Dangerous

*Write for fuller particulars***MUNCIE OIL ENGINE CO.**

516 JACKSON STREET

MUNCIE, IND.



Combined Sheller and Boot Without Takeups.

THE SIDNEY LINE

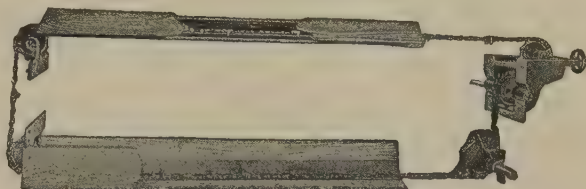
of Shellers, Cleaners, Grain Elevating and Conveying Machinery is rounding out 1918

with flying colors and with best wishes to the trade for

A Happy and Prosperous New Year

The success of Sidney Machines is due to the painstaking care we give their contruction. We claim that our Corn Shellers save time, shell steadily without choking and clean grain thoroughly all in one operation. And this perfection of detail applies to everything we turn out.

The Philip Smith Mfg. Co.
Sidney Ohio



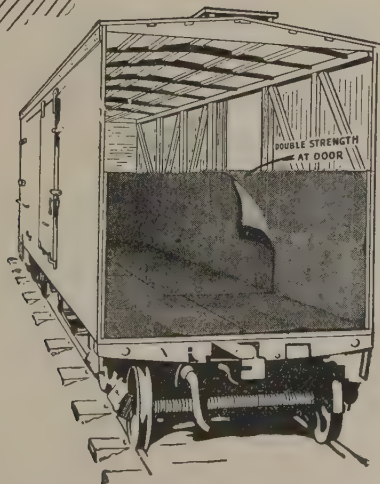
Style "A" Chain Drag Feeder.

KENNEDY

We thank our friends for the rush of business during the past twelve months and promise better service than ever for 1919.

Kennedy Car Liners are made good enough to "make good," and in this spirit of confidence we extend to the trade

*The Compliments
of the Season!*



KENNEDY CAR LINER & BAG CO
SHELBYVILLE INDIANA

GRAIN ELEVATOR BUILDERS

DON'T DELAY BUILDING!

We give you QUICK ACTION

Builders of

Grain Elevators, Alfalfa Plants
and Coal Pockets

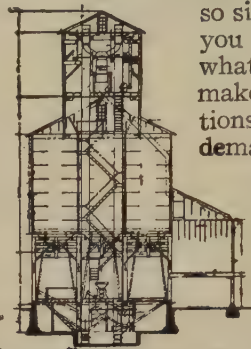
WOOD or FIREPROOF CONSTRUCTION

Younglove Construction Company

412 United Bank Building

SIOUX CITY, IOWA

NOT A CHINESE PUZZLE, BUT READABLE PLANS and ESTIMATES



so simple and self-explanatory that you can readily see at a glance just what you are getting, and you can make those changes which conditions in your own grain business demand on paper. And after seeing what you want you get, if you give the contract to

Reliance Construction Co.

Board of Trade INDIANAPOLIS, IND.

R. C. STONE ENGINEERING CO.

320 MERCHANTS EXCHANGE
ST. LOUIS, MO.

DESIGNERS AND BUILDERS OF
CONCRETE AND WOOD ELEVATORS

CORRESPONDENCE SOLICITED

BALLINGER & McALLISTER

ENGINEERS AND CONTRACTORS

Grain Elevators Driers Coal Chutes
Wood or Concrete

UNITY BLDG., BLOOMINGTON, ILL.

MACDONALD ENGINEERING CO.

DESIGNERS AND BUILDERS OF

GRAIN ELEVATORS

MONADNOCK BLDG. CHICAGO, ILL.

BIRCHARD

CONSTRUCTION CO.

CONTRACTORS GRAIN ELEVATORS

Mills and Warehouses

Especially Designed for Economy of
Operation and Maintenance

1129 J Street

LINCOLN, NEB.

Your Individual Needs

are respected when your elevator
is designed and built by

W. H. CRAMER CONSTRUCTION CO.
NORTH PLATTE, NEBR.

Write for Details of Our System

Decatur Construction Co.

ENGINEERS AND BUILDERS

OF GRAIN ELEVATORS

510-512 Wait Building

DECATUR

ILLINOIS

EFFICIENT ERECTING CO.

We make plans and build up-to-date
GRAIN ELEVATORS AND MILLS

GEO. H. CRAIG

6803 Parnell Ave., Englewood, Chicago, Ill.

IF you wish to build your elevator
right, my eighteen years experience
is at your command.

C. E. BIRD & CO.

MINNEAPOLIS

MINNESOTA

**NEWELL
CONSTRUCTION CO.**

CONTRACTORS, DESIGNERS
AND BUILDERS

Also Jobbers of

ELEVATOR AND MILL SUPPLIES

430-432 Granby Bldg.

CEDAR RAPIDS - - IOWA

FIREPROOF GRAIN ELEVATORS

DEVERELL, SPENCER & CO.

Garrett Building

BALTIMORE, MARYLAND

I AM WELL PLEASED with the Journal
and got a good many useful ideas out of
it last year.—Chas. M. Wagner, New Rie-
gel, O.



R. E. Jones Co., Wabasha, Minn.

We have the most complete
organization in the Northwest
for the construction of

**GRAIN and COAL
ELEVATORS**

T. E. Ibberson Company
MINNEAPOLIS, MINN.

A. F. ROBERTS

ERECTS ELEVATORS
CORN MILLS
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**BUILDERS of
Good Elevators**

WRITE US ABOUT THE
PLANT YOU HAVE IN MIND

HICKOK Construction Co.
MINNEAPOLIS & SPOKANE **ELEVATORS**

L. J. McMILLIN

ENGINEER and CONTRACTOR of

GRAIN ELEVATORS

Any Size or Capacity

523 Board of Trade Bldg., Indianapolis, Ind.

D. F. HOAG & CO.

Designers and Constructors of

GRAIN ELEVATORS

Corn Exchange, Minneapolis

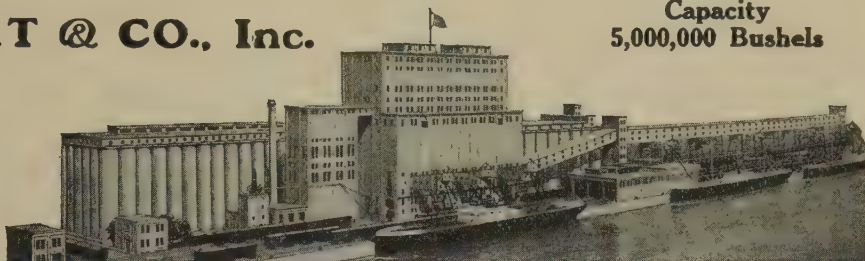
THE MOST MODERN ELEVATOR IN THE WORLD

Now in course of construction at Canton, Baltimore, Md.,
for the Pennsylvania Railroad.

JAMES STEWART & CO., Inc.

Capacity
5,000,000 Bushels

Designers and Builders
GRAIN ELEVATORS
IN ALL PARTS OF THE WORLD
GRAIN ELEVATOR DEPT.
15th Floor, Westminster Bldg.
CHICAGO
W. R. SINKS, Manager



Canadian Government Grain Elevator

Port Arthur, Ontario

Capacity 3,500,000 Bushels

The Last Word in GRAIN ELEVATORS

Designed and Built by

Barnett-McQueen Co., Limited

OFFICES { FORT WILLIAM, ONT.
DULUTH, MINN.
MINNEAPOLIS, MINN.



Pennsylvania Railroad Co.'s Terminal
Elevator at Erie, Pa. 1,250,000 storage
capacity, with marine leg, 25,000 bu. re-
ceiving capacity. All concrete, modern
construction, with latest improvements.

Designed and built under the
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FEGLES-BELLOWS ENGINEERING CO.

LIMITED

ENGINEERS—CONTRACTORS

GRAIN EXCHANGE,
FORT WILLIAM, ONT.

UNION BANK BLDG.
WINNIPEG MAN.

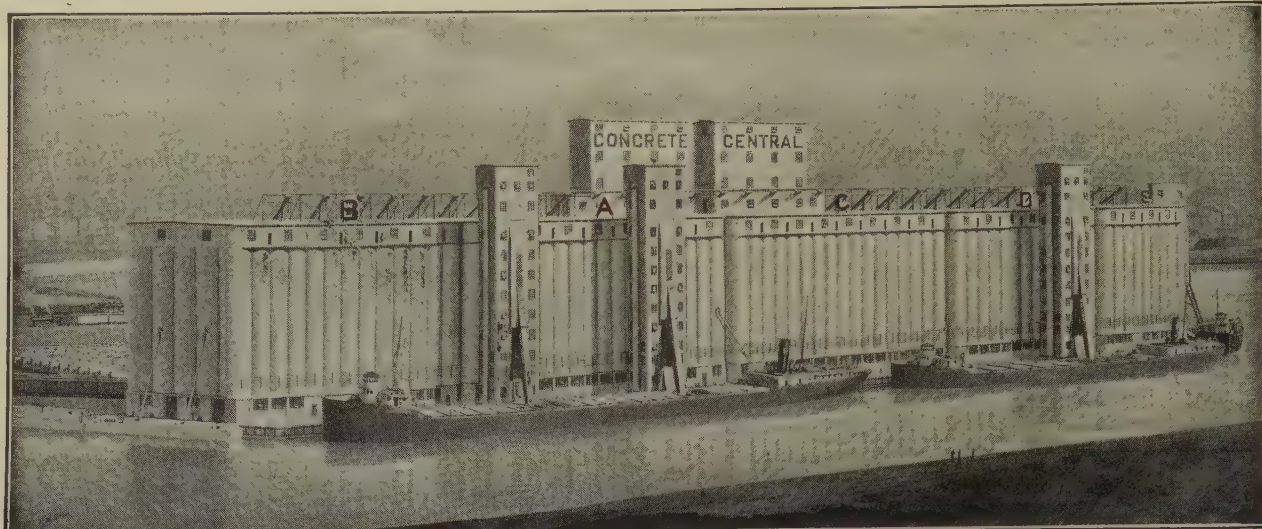
THIS IS WHAT WE DID IN 1917

500,000 Bu. Fireproof Elevator, C. G. Ry., St. John, N. B.
175,000 Bu. Fireproof Elevator, Western Terminal, Ft. William
500,000 Bu. Fireproof Elevator, N. M. Patterson Co., Ft. William
1,000,000 Bu. Fireproof Elevator, C. G. Ry., Transcona, Man.
Fireproof Treating Plant, Anchor Elevator, Winnipeg, Man.
Complete Fireproof Plant—Mill, Warehouse and Elevator—for
the Echo Flour Mills Co., Gladstone, Man.



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WE HAVE AN ENVIABLE RECORD FOR SERVICE



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The Record of Satisfactory Work		Its Reward

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American Flint Tile Elevator

HOLLOW TILE ELEVATORS

Fireproof, no upkeep,
indestructible. Guaranteed.

Built with

American Flint Tile

**COST LESS THAN
CEMENT OR WOOD**

Special Construction. Plans
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Write to nearest office

W. W. COATES CO.

Kansas City Omaha
Sioux City Des Moines
Oklahoma City

Grain Shipping Ledger

Form 24. An indexed shipping ledger for keeping perfect record of the shipments of 5,000 cars. Facing pages are given to each firm to whom you ship and name indexed. The pages are 10½x15½ inches, used double.

The book contains 100 double pages. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is tight bound in heavy cloth covers with leather back and corners. Price, \$3.00.

GRAIN DEALERS JOURNAL

305 So. La Salle Street

CHICAGO, ILL.

GRAIN TABLES DIRECT REDUCTION

Reduce any weight of grain from 600 to 6590 pounds, by 10-lb. breaks direct to bushels. The pounds are printed in heavy faced type, and the reductions to bushels are shown directly beside the corresponding number of pounds, so it is impossible to get the wrong reduction when reading. Printed from large type on card-board, size 10½x12½ inches, and sold only in sets as follows:

FORM 3280 DR.—For reductions to bushels of 32, 33, 35, 56, 56 with 1 lb. reduction for dirt, 63, 70, 72, 75 and 80 lbs., ten tables printed on five cards. Price 75 cents.

FORM 4560 DR.—For reductions to bushels of 45, 48, 50, 52 and 60 pounds, and 60 pounds with dockage for dirt at 1, 2, 3 and 5 lbs. per bushel, nine tables printed on five cards. Price 75 cents.

GRAIN DEALERS JOURNAL

305 So. La Salle St.

Chicago, Ill.

Have a Capable Feed Department

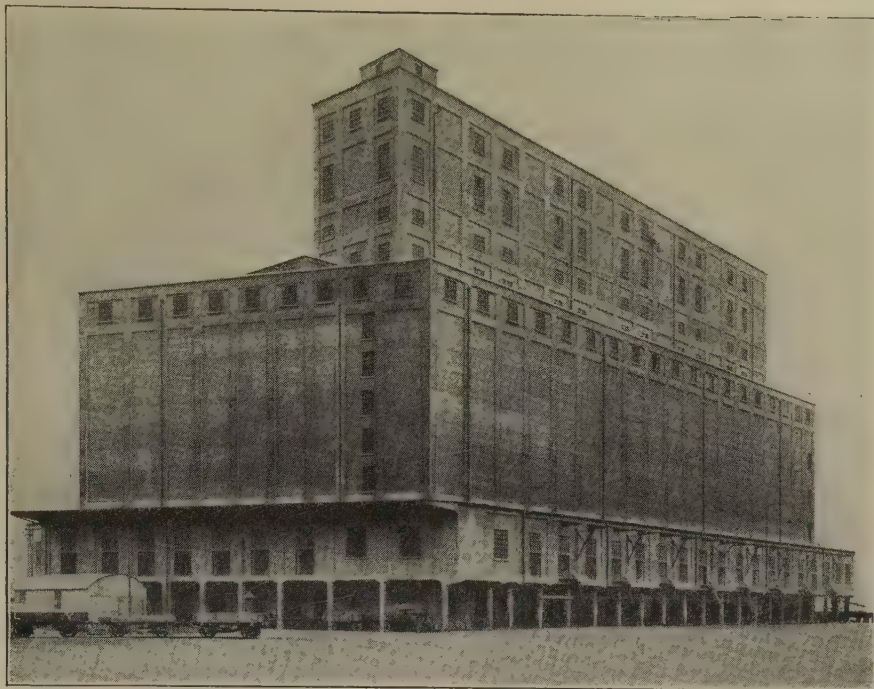
There is no better source of profit for an elevator than a feed department that is properly conducted. The extent of the profit depends, first, on the feed mill which must be able to turn out good quality grinding at the lowest possible cost; second, the persuasive powers of the elevator man to interest his patrons in his product.

If you are backed up by a good feed mill your persuasive powers will not be lacking.

You know what feed mill to install? Write and ask us.

J. B. EHRSAM & SONS MFG. CO.

ENTERPRISE, KANSAS



Elevator No. 2

Manchester Ship
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Manchester, England

1,500,000 Bushels

John S. Metcalf Co., Ltd., Grain Elevator Engineers

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IMPROVED DUPLICATING GRAIN TICKETS

A book of 250 leaves for record of grain purchased by Federal Grades. Each of the 125 original leaves of white bond paper bears four scale tickets spaced as shown in engraving herewith, is machine perforated. Size of ticket 3x6 $\frac{3}{8}$ inches, or double the size of cut.

The 125 duplicates are printed on manila, but not perforated.

Check bound at top of tickets with hinge top cover, 500 tickets in each book, arranged horizontally. Size of book, 7 $\frac{1}{2}$ x12 inches, each book supplied with 5 sheets of good carbon.

The printing is crosswise the ticket and spaces are provided for the necessary entries in their logical order.
Order Form 19GT. Price \$1.10.

OWNER		
HAULER		
GRAIN	GRADE	DOCKAGE
		%
GROSS		
TARE		
NET		
TOTAL DOCKAGE		
NET POUNDS		
BUSHELS		
PRICE	AMOUNT \$	
STORAGE TICKET NO.		
CHECK NO.		
STATION		
NO.	19	
WEIGHER		
NAME OF FIRM OR BUYER		

Ticket is twice size of cut.

GRAIN DEALERS JOURNAL

305 So. LaSalle St.

Chicago, Ill.

W. C. BAILEY Contracts and Builds Modern Grain Elevators

We can furnish and install equipment in old or new elevators, guaranteeing greater capacity with less power, and positive Non-Chokable working leg. Let us show you.
433 Range Bldg., OMAHA, NEBR.

Grain Buyers Weight and Copy Book No. 66

Is designed for agents of line companies, to use in keeping record of each day's purchases. Sending carbon copy to home office and retaining original. It saves labor and time and prevents errors in copying.

This book is 12x12, contains 225 pages and has room to record 7,425 loads in duplicate. Each page has duplicate printing for column heads of Gross, Tare and Net weights and the page is perforated down the middle from top to bottom, so that half of it folds back on the inside half, bringing the duplicate printing on half of the page over the printing on the under half, so that when a carbon paper is inserted between the leaves formed by folding back the page, an exact duplicate is made of the original entry.

A sheet of pressboard 6x12 inches is furnished with each book. It is placed between the pages and makes a good writing surface. Three sheets of carbon paper are furnished with each book.

The book is well bound in heavy board covers. **Price, \$2.00.**

GRAIN DEALERS JOURNAL
La Salle St., CHICAGO, ILL.

RANDOLPH GRAIN DRIERS

STEAM OR DIRECT HEAT CONTINUOUS FLOW MADE IN ALL SIZES

O.W. RANDOLPH CO. TOLEDO, O. U.S.A.

HALL SPECIAL ELEVATOR LEG

Would you like to have the leg in your proposed elevator so assembled that you can get maximum results with the smallest possible equipment, for instance, by using an 8-inch belt instead of 12-inch, with Cups, Head Pulley, Boot, and Leg in correspondingly small sizes, and have it run continually without choking? Would this not be more satisfactory and economical for you than to have your investment squandered in a clumsy haphazard installation, that is wasteful, unsatisfactory, and annoying?

Write for particulars.

THE HALL: INSTALL: THAT'S ALL:

When this is done you are through. No renewing, no repairing, no adjusting, no mixing grain. Set the lever by the dial, turn on the grain. The automatic signal bin full, means **stop feeding**. The work is done. That's the whole story. You can calculate what this means in economics. Our Booklet B-3 illustrates it.

Hall Distributor Company, 222 Railway Exchange Bldg. Omaha, Nebr.



Style No. 6000
Corn Grading Balance

TORSION BALANCE

Corn Grading
Grain Moisture
Bean and Seed Testing Scales
Special Scales for Special Purposes

Torsion Balances

— have —
No Knife-edges—No Friction—
No Wear—No Concealed
Bearings

Used by U. S. Dept. of Agriculture, Testing Stations, Grain Elevators, Seedsmen, Commission Houses and Boards of Trade.

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For Accurate Moisture Tests
use our Grain Dealers Air
Tight Cans for forwarding
your grain samples.
ST. LOUIS PAPER CAN AND TUBE CO.
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The Automatic Dump Controller Eventually?



No, you can't afford to say "I'll wait 'till after the War." NOW is the Time. NOW, if ever, AMERICA needs elevators that have the most modern and up-to-date equipment, in order to handle the vast crops of grain that are being raised this year.

It is very necessary that we save labor in every way, and at the same time push the work along at a good speed.

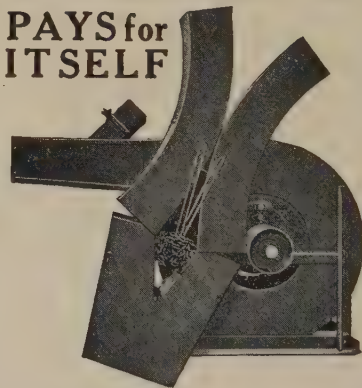
Make the controller that you already have, like new, by refilling it with oil.

It's a Trade-Getter—
It's a Trade-Keeper.

L. J. McMILLIN

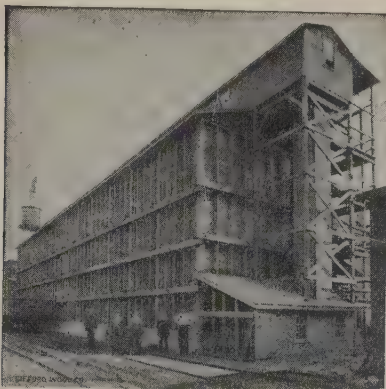
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PAYS for ITSELF



Loads every car to full capacity without scooping in dusty car. Improves grades. Cannot injure the tenderest grains. Simple and easy to install and operate. It will pay you to write for booklet, "Better Profits for You." 30 days' trial. Do it now.
MAROA MFG. CO.
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Boss Car Loaders.

Big Business is Just Ahead of You—



Unusual Demand for Coal Handling Machinery
A Good Business Barometer

Are your facilities adequate for handling your present tonnage—and *More Business too?*

Let us show you a way to reduce your Handling Cost, increase daily deliveries and better your service.

**G-W
Wagon
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Solves the
Loading
Problem

Send for
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Chicago Office: 565 W. Washington Street
Works: Hudson, N. Y.



CONE-SHAPE GRINDERS

It PAYS to GRIND ALL GRAINS

Look to the Grinders. They do the work! Bowsher's Cone-Shape grinders are the correct principle in Feed Mill construction. They mean larger grinding surface close to center of shaft; thus More Capacity, Lighter Draft, Longer Life.

"Desire to express my appreciation of the long-lasting, trouble-proof Bowsher. Have used a No. 4 ten years with less than One Dollar per year for repairs." *R. W. Watt, Jacobburg, O.*

10 sizes; 2 to 25 H. P. Write for free catalogue. **N. P. BOWSHER CO., SOUTH BEND, IND.**



Wanted and For Sale

The rate for advertisements in this department is 20 cents per type line each insertion

ELEVATORS FOR SALE.

FOR SALE—Elevator for corn and wheat. 10 H. P. Electric Motor, new. Building and machinery in good condition. Now doing business. Tudor & Co., St. John, Kansas.

30,000 BU. ELEVATOR for sale, complete with machinery and additional warehouses. Address Coleman State Bank, Coleman, Wisc.

20,000 BU. ELEVATOR, frame building, for sale. Located at Osage, Iowa, on C. G. W. R. R. Very cheap. Write Buy, Box 3, Grain Dealers Journal, Chicago.

FOR SALE—Two grain elevators in central Indiana. Good locations, no competition, will sell together or separately. Address Indiana, Box 11, Grain Dealers Journal, Chicago.

FOR SALE: An elevator and coal business in central Iowa. Good proposition. Owner has other business and must sell. Address Central Iowa, Box 7, c-o Grain Dealers Journal, Chicago, Ill.

FOR SALE OR RENT—Two grain elevators. One equipped with cleaning machinery. Splendid shipping facilities. Address Frank C. Blodget, 600 Flour Exchange, Minneapolis, Minn.

DOUBLE YOUR MONEY within three years by investing NOW in Ohio elevator and coal business. \$16,000 cash—no trade. Address Double, Box 5, % Grain Dealers Journal, Chicago.

FOR SALE—Grain Elevator, Coal, Flour & Feed business to settle estate. Located in good grain territory. A regular money maker. Address Grain Box 9, Grain Dealers Journal, Chicago.

FOR SALE—Elevator, coal and feed business. Splendid proposition. Located in the Illinois corn belt country. Competition ideal and terms easy. Address Hustle, Box 12, Grain Dealers Journal, Chicago, Illinois.

FOR SALE—30,000 bu. elevator, also new 100-bbl. flour mill, in growing town and fine wheat section; competent mill man can handle with small capital if taken at once. Farmers Elevator & Milling Co., Geraldine, Montana.

FOR SALE OR LEASE—8,000-bu. capacity elevator, with good farm implement business. Advancing years and death in the firm makes it advisable to sell. Good grain locality. Good business. For complete information apply to Alex Verdote & Co., Bonnot's Mill, Mo.

18,000 bu. cribbed elevator, near station, good shape, in the best wheat section of N. Dakota. Reason too much to handle. Reasonable price. Address Elev., Box 1, care Grain Dealers Journal, Chicago.

FOR SALE or rent 12,000 bu. elevator equipped with new 20 H. P. Fairbanks engine, corn sheller and cleaner, chop rolls, oat clipper, cleaner scourer, 4 bu. automatic scales, new wagon scales, car loader, manlift. Everything complete. 2 legs. Also N. E. Qr. of Sect. 4, Twp. 31, R. 5. In N. E. part of Harper Co., Kansas. Address Box 15, Chetopa, Kans.

ELEVATORS FOR SALE.

FOR SALE—Elevator in Central Ind. Good town. Cap. 12,000 bus. Also lumber yard, invoicing about \$7,500. Price of elevator, sheds, etc., \$9,500. C. A. Burks, Decatur, Ill.

FOR SALE—At a bargain if taken soon, two elevators in good grain country, one in Eastern South Dakota, one in Southwestern Minnesota. Address Blank, Box 11, Grain Dealers Journal, Chicago.

FOR SALE—20,000 bus. elevator, cribbed house feed business in connection. Only elevator in town of 2000. Fine prospect for wheat and a large acreage. Address Bargain, Box 12, Grain Dealers Journal, Chicago, Illinois.

FOR SALE OR EXCHANGE—Will sell or exchange for town property or farm an Ohio country elevator handling 300 cars of grain, hay and merchandise. Price \$4,500. Address H. F., Box 11, Grain Dealers Journal, Chicago.

FOR SALE—Elevator and Lumber Yard in Northern Kansas. Owner has had about 20 years successful business in this location. Fine opportunity and a good community. Address Code Box 12, Grain Dealers Journal, Chicago.

FOR SALE—In central Iowa only elevator and lumber yard at station which has store, bank, church and consolidated school. If you are interested in a good business write for full particulars to Sam, Box 11, Grain Dealers Journal, Chicago, Illinois.

FOR SALE—\$10,000 will buy 50,000 bushel cribbed elevator on "Q" in heart corn, oats and wheat belt. Best station Western Ills., includes dwelling and land, electric power and lights. Small payment down, balance easy. Address Inc., Box 11, Grain Dealers Journal, Chicago, Ill.

FOR SALE—12,000 bu. cribbed elevator. Nearly new, handle feeds, seeds, tile, fence, posts, coal and all kinds of grain; also twine, flour and farming implements. This is a first class business in a fine farming community. Address Big Four, Box 12, Grain Dealers Journal, Chicago.

FOR SALE—One of the best elevators in northern Indiana. 50,000 bushel capacity, two dumps, two sets of scales, iron clad, two legs. Elevator in tip-top condition and handles 150,000 bushels of grain per year. Price \$16,000 and no trades. Address G, Box 12, Grain Dealers Journal, Chicago.

FOR SALE—New Elevator, 8,000 bus. capacity, and feed store, 50x75 ft., drawing from large territory and covering new government irrigation project. No competition. Doing fine business in Grain, Coal, Hay and Feed. Good reason for selling. Write for prices and particulars. C. K. Anderson, Henry, Nebraska.

FOR SALE—Old established grain business, consisting of two elevators in adjoining towns near Des Moines, Ia. A money maker, 125,000 bu. shipped since July 15th. Price only \$15,000 and will carry \$5,000 back if desired. Fine residence also for sale on terms. Going to retire and move to California. No trades and don't answer unless you mean business. Address Owner, Box 11, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE

ELEVATOR for sale, rent or trade for farm. Big business. Address Jos. J. Martin, Box 66, Goodells, Mich.

FOR SALE—Elevator in Central Ill. Town 800. Capacity 90,000 bus. Price \$11,500. Possession Jan. or Feb. 1st. C. A. Burks, Decatur, Ill.

FOR SALE—New Elevator and good coal business in South Central Nebr., 20,000 cap. Situated on two branches of Burlington. Town of 1,200. Modern office. Good prospect for wheat. Good shipping and mail facilities. Address Box 88, Edgar, Nebr.

ELEVATORS WANTED.

WANTED—To buy well located country elevator, preferably in Nebraska. Address WAN Box 7, Grain Dealers Journal, Chicago.

ELEVATOR WANTED—About 10,000 bus. capacity in Okla., or Southern Kans. Preferably with side lines, flour, feed and coal. Advise as to shipments, competition, location and price. Lock Box 241, Cordell, Okla.

WANTED—We are in the market and will pay cash for one or two suitable grain stations in northwestern Illinois. Do not object to side lines, but not interested in lumber. Address Northern, Box 10, Grain Dealers Journal, Chicago, Ill.

PARTNERS WANTED.

WANTED—Partner with \$2,500, to take half interest in elevator and feed business. Partner to take full charge on salary. Oklahoma. Address Partner, Box 12, Grain Dealers Journal, Chicago.

MILLS FOR SALE

FOR SALE—Feed and Cornmeal Mill in a good western town. Address Mill, Box 12, Grain Dealers Journal, Chicago.

ELEVATOR BROKERS.

JOHN A. RICE, exclusive elevator broker, Frankfort, Indiana.

WHEN YOU want to buy or sell Nebraska or western Iowa elevators, write to Julian L. Buckley, elevator broker, David City, Nebr.

ELEVATOR BUYERS SAVE TIME AND MONEY BY WRITING ME WHAT YOU WANT. I HAVE IT OR WILL GET IT. NAT CLAYBAUGH, elevator broker, Frankfort, Ind.

OFFICE SUPPLIES.

SAFES—Large stock of new and used safes on hand. Protect your valuable papers. Prices reasonable. The Howe Scale Co., of Ill., 409 N. 4th St., St. Louis, Mo.

FOR SALE—Monarch visible typewriter with back-spacer, tabulator & 2-color ribbon, fine condition, \$40. Oliver visible, back-spacer, tabulator, like new, \$30. Ship either machine on trial on \$5.00 deposit. J. G. Meier, Russell, Kan.

FOR SALE—Burroughs, Wales, American, Dalton, Standard, etc., adding machines half retail prices, fully guaranteed. Typewriter bargains, all makes. Get illustrated catalog and bargain list. Minnesota Typewriter Exchange, Department G, 326 Third Avenue, South, Minneapolis, Minnesota.

ENGINES FOR SALE.

FOR SALE—Gas engine, 20 horse power; good condition. The Giele & Pfau Co., 44 E. Second Street, Dayton, Ohio. „

FOR SALE—12 H. P. Stover gasoline engine. Only used one year, in good condition—price \$350. Same engine from dealer will cost \$522. Cheyenne Wells Elevator Co., Cheyenne Wells, Colo.

FOR SALE: 25 H-P Charter Oil engine with clutch pulley, fuel tanks and piping, one year old same as new, immediate shipment \$800. Address Home Milling Co., Fargo, N. Dakota.

FOR SALE—25 H.P. Olds Gasoline Engine on skids, type "G," mfg'd by Reliance Engineering Co., Lansing, Michigan. Inquire Tracy & Chapman, Attorneys, Syracuse, N. Y.

STEAM ENGINES, BOILERS.

FOR SALE—One 75 h. p. St. Louis Corliss engine in good condition. Used very little. Maney Export Co., Oklahoma City.

BOILERS—high pressure, 18, 20 and 30 h. p. Engines 6, 10, 20, 60 and 150 h. p. Gas engines, 6, 9, 26 & 30 h. p. Heaters, pumps. Casey Boiler Works, Springfield, O.

FOR SALE: Compound Engine, 14x30x42, with surface condenser and belt pump, 1 Sterling water tube boiler, 150 h. p., one flywheel 15 ft. in diam., ten grooves, 1½ in. rope. Red Wing Mfg. Co., Red Wing, Minn.

FOR SALE—One 9x14 Atlas Engine, 25-h.p., with Chandler Taylor 35-h.p. 44" Tubular Boiler, 14 ft., 26 flues 3½ inch, and 50 foot iron stack, all in first class condition. A big bargain to first comer at \$700 f. o. b.

STUDEBAKER GRAIN & SEED CO.
Bluffton, Indiana.

BROKERAGE ACCOUNTS

WANTED—Account of reliable concern in position to ship yellow corn, oats, hay, etc., to Anselmo Torres, Havana, Cuba.

Corn for Feeding

Wire or Write

Geo. W. Cole Grain Co., Inc.
Bushnell, Illinois
Established 1855

Car Order Blanks

FORM 222 C. O. So many grain shippers are experiencing difficulty in obtaining cars, many are now keeping a carbon copy of each order for cars, in order to keep an accurate record of their efforts to obtain cars, to facilitate proving delay by railroad company and to encourage railroad agents to heed shippers' needs. Car order blanks are put up in books of fifty, with machine perforations, so that order can be torn out and sent to carrier's agent and carbon copy be retained in book. Fifty orders and 50 duplicates in each book.

Price, 50 cents

Grain Dealers Journal

315 So. La Salle St. CHICAGO, ILL.

SITUATIONS WANTED.

WANTED—Position as Manager of elevator or grain buyer by the first of April by thoroughly experienced man. Address Edward, Box 12, Grain Dealers Journal, Chicago.

WANTED—Position as manager of elevator or solicitor for good firm. Sixteen years experience in grain business. Understand buying and selling. Employed but desire a change. Address Dun, Box 12, Grain Dealers Journal, Chicago.

WANTED POSITION with a grain or elevator firm desired by an experienced grain man, who is qualified to handle grain in accordance with the Government's requirements and methods of handling and testing of grain. Address F. R., Box 12, Grain Dealers Journal, Chicago.

EXPERIENCED grain man wants position as solicitor with good firm. Kansas territory preferred. Have fair acquaintance with grain dealers and am a good mixer. Address Merc., Box 11, Grain Dealers Journal, Chicago.

WANTED—Position as agent for good firm. At present employed, aged 45, married. Able to handle any side line, all makes of machinery. Will give satisfactory reason for wanting to change. Address Efficient, Box 12, Grain Dealers Journal, Chicago, Illinois.

POSITION WANTED—As manager of grain elevator by experienced, temperate single man. Knows practically entire line from small station to large towns. References and bonds in any amount. Address Key, Box 10, Grain Dealers Journal, Chicago, Ill.

WANTED—Position as representative or salesman in southern California for some large eastern firm dealing in grain, poultry supplies or seeds. Have had seven years' experience, married, age thirty-three. Can furnish bond and first class references. Address Salesman, 640 W. 55th St., Los Angeles, California.

WANTED—Position with grain firm where advancement is assured if I can deliver the goods. Thoroughly experienced. Age 24. Am skilled bookkeeper and accountant. References. Address George, Box 12, Grain Dealers Journal, Chicago.

WANTED—By strictly sober man, /a position as Manager of Farmers Elev. Co., in central Ill., where there is a good school. Two years' experience under the instructions of a successful company. Address Earl Whisnant, Fancy Prairie, Ill.

RESPONSIBLE POSITION—By young man 27, married, returning from service in France. Considerable experience buying and selling carlots grain. Very best references. Address France, Box 12, Grain Dealers Journal, Chicago.

WANTED—Position as office manager in grain or feed line. 3 yrs. exper. as mgr. and bookkeeper for line of 5 grain elevators. Can take position first of year. Prefer Ind. point, but would consider other if right. Married, small family, strictly sober and mean business. Reference present employer and any farmer or banker with whom I am acquainted. Am looking for a chance. Will arrange for personal interview any time. Address Roy Lane, New Market, Ind.

WANTED—Position as Manager of country elevator or solicitor for grain co., by man having 13 yrs. experience. First class references. Employed but good reason for change. Address Mitchell, Box 12, Grain Dealers Journal, Chicago.

MALE HELP WANTED.

WANTED—A good miller. Greenville M. & Elev. Co., Greenville, Ohio.

WANTED—Traveling representative in Iowa for a Milwaukee Grain Commission Firm. Address Soo, Box 10, Grain Dealers Journal, Chicago, Ill.

WANTED—An experienced grain man for Farmers Elevator. One who is acquainted with lumber preferred. Give full information with application. Box 121, Leith, N. Dakota.

YOUNG GRAIN MAN who types good English easily and rapidly is wanted by grain trade journal. Address Editor, Box 12, Grain Dealers Journal, Chicago.

WANTED—Live wire grain man for Oklahoma. State where, when and for whom you have worked and salary expected in your first letter. Address Livewire, Box 11, Grain Dealers Journal, Chicago, Ill.

GRAIN SOLICITOR WANTED—We have a good opening for an experienced traveling solicitor. Well acquainted with the Grain Trade. Position permanent, good salary and opportunity for future advancement. References required. Address Moering Grain Co., 511 Chamber of Commerce, Milwaukee, Wis.

DYNAMOS—MOTORS.

FOR SALE—Fairbanks-Morse 2½ K. W. 125 V. Dynamo. Address E. Daddow, Sargent, Nebr.

WE BUY, sell, rent and repair dynamos and motors. A. H. Nimmo Electric Company, Detroit, Michigan.

FOR SALE—Westinghouse Motor 30 H. P. 3 Phase. 60 cycle. Good as new. Rink & Scheib, Edinburg, Ill.

FOR SALE—¾ H. P. brand new 500 volt direct current Gen. Electric Motor. Address L. J. Kaiser, Maroa, Ill.

ELECTRIC motors, generators, also engines; guaranteed condition. We buy, rent, sell and repair. Independent Electric Machinery Co., Kansas City, Mo.



\$50,000 Worth of Power Transmission Machinery Bargains.

\$40,000 Worth of Leather, Rubber and Canvas Belt Bargains.

Send for Bargain List No. 18-T.

TEUSCHER & SON MACHINERY SUPPLY CO.
ST. LOUIS, MO.

We Buy All Kinds of Machinery Plants.

TONS to Dollars and Cents

Designed primarily for the use of Coal and Hay Dealers. This book of tables shows at a glance the cost of any number of pounds of coal or hay at any price per ton from \$1.00, \$1.25, \$1.75, \$2.00 and so on to \$14.00. It is especially adapted for retailers. It is well printed on good paper, and bound in cloth. It has a marginal index. Size of book 4½x8½ inches, 110 pages.

Price \$1.00

GRAIN DEALERS JOURNAL

La Salle St. - Chicago, Ill.

MACHINES FOR SALE.

FOR SALE—No. 4 Eureka Rec. Separator, capacity 300 to 500 bus. Just refitted. Oregon Fike, Howard, Ohio.

WE BUY & SELL Boilers, Steam & Gaso. Engines, Motors, Scales, Elev. & Mill Mach'y. of all kinds. National Mach'y. Warehouse, 700 W. 22nd St., Chicago.

FOR SALE—Elevator leg, belting, cups, two screw conveyors, feed mixer, steeping tank and heating tank and grain drier. Good condition. Wm. Rotsted, 1214 N. Dearborn St., Chicago.

FOR SALE—1 No. 3 Monitor W. H. Separator in good condition. Immediate delivery.
STUDEBAKER GRAIN & SEED CO.,
Bluffton, Indiana.

FOR SALE—One No. 8 Bowsher Feed Mill in perfect running order. First person sending us check will get this machine. Price f. o. b. cars point shipment. Goodrich Bros. H. & G. Company, Winchester, Indiana.

FOR SALE—One Marseilles Cylinder Corn Sheller, 300 bu. per hour, portable mounted on wheels. Brand new, only shelled four carloads. Price \$400 f. o. b. Wichita, Kan. Address The Bank of Aline, Aline, Oklahoma.

FOR SALE—Three Barnard & Leas plan-sifters, No. 3, extra silks; one Niagara upright bran duster; one American attrition mill, 22 in.; one Richmond oat separator; four Geo. T. Smith purifiers. Address Charles P. Coles Company, Ltd., 402 Pender Street, Vancouver, B. C.

FOR SALE—1000 feet of spiral steel conveyor 4" to 16". Big lot of heavy elevator belting and cups. Salem buckets. No. 7 Clipper, No. 3 Monitor, No. 3 Eureka Receiving Separator. 20 carloads of everything in the elevator and milling line. A. D. Hughes Co., Wayland, Mich.

FOR SALE—Cheap. One No. 20 cc Sprout-Waldron Grinder. This Grinder has never been used. Has a capacity of 6500 lbs. per hour. Drive No. 57 goes with machine. Also have one Bowsher feed grinder, with extra set of burs. This machine has been used some, and will grind about 2000 lbs. per hour. The Brush Farmers Co-op. Elevator Co., Brush, Colo.

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Prompt Attention. Quick Shipments. When in need of elevator or mill machinery, notify us. We are headquarters for power and transmission equipment, and have on hand several well-known makes of motors, boilers, engines, etc.

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Write us without delay.
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9 S. Clinton St., Chicago, Ill.

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FOR SALE—2 No. 8 Original Boss Car Loaders. Never been used. Address E. L. Cordes, West Alton, Mo.

FOR SALE—One No. 24 Gibson Oat Crusher. Capacity 3,500 lbs. per hour. A-1 condition. Pabst Brewing Co., Milwaukee, Wisconsin.

FOR SALE—A No. 3 Invincible combination corn and cob separator, also equipped with wheat sieves for \$150 our track if taken at once. Eagle Mill & Elev. Co., Higginsville, Mo.

WE OFFER at a great sacrifice the following Elevator Machinery, most of it is as good as new.

1-50' Great Western Manlift; 1-500 bu. Fairbanks-Morse hopper scale; 1 Great Western Cylinder Corn sheller, capacity 200 bu.; 1 Barnard & Leas No. 1 Corn Cleaner; 1 250 bu. Eureka Oat Clipper; 1 Avery automatic sacker; 1 Bowsher feed grinder; 1 double stand corn grinder 6x18; 2 double stand flour rollers 6x16; 2-24" cast-iron hoats with pulleys; 200' 12" rubber belting. Cups for same 12x17; 100' canvas belting with cups. We offer the above machinery for \$550 F. O. B. Blackwell, Okla. Welge Grain Co., Blackwell.

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ELECTRIC MOTORS and Machinery at once. Do you want a motor? Write us. Largest stock in America.

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Steel Grain Tank, fifty thousand bushel capacity, very reasonable.
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ONE 20-Ton Truss Lever Scale, 8 ft. wide, 22 ft. long; four 20-ton railroad track pattern scales, 9 ft. wide, 14 ft. long. All in first class condition. For prices and full particulars write The Milwaukee-Western Fuel Co., 14 Grand Av., Milwaukee, Wis.

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BUCKWHEAT FLOUR—Pure kiln dried buckwheat flour in ton lots or carlots. The Wadsworth Feed Co., Warren, Ohio.

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BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheet- ing, or Paper for Car Lining, etc. Wanted: Second-hand bags, best prices paid.
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Manglesdorf Seed Co., The, wholesale seeds.

BALTIMORE, MD.

Scarlett & Co., Wm. G., whse. seed merchants.

BELFAST, IRELAND.

Lytle & Sons, Ltd., John, Per. & Ital. Ryegrasses
McCausland, Sam'l, ryegrass and dogstall.

CHICAGO, ILL.

Dickinson Co., The Albert, seeds.
Illinois Seed Co., The, grass and field seeds.
Johnson, J. Oliver, seed merchant.

CINCINNATI, OHIO.

McCullough's Sons, The J. M., field, garden seeds.

CLAREMORE, OKLA.

The O'Bannon Co., grass seed dealers.

CRAWFORDSVILLE, IND.

Crabbs Reynolds Taylor Co., grass and field seeds.
Crawfordsville Seed Co., seed merchants.

EVANSVILLE, IND.

Small & Co., W. H., seeds, grain and hay.

GIBSON CITY, ILL.

Noble Bros., whlse. seed merchants.

INDIANAPOLIS, IND.

Southern Seed Co., field and garden seeds.

KANSAS CITY, MO.

Missouri Seed Co., who. exp. and imp.
Peppard Seed Co., J. G., wholesale seeds.
Rudy-Patrick Seed Co., wholesale seeds.

LOUISVILLE, KY.

Chambers Seed Co., grain and field seeds.
Hardin, Hamilton & Lewman, gra. & fld. seeds.
Lewis Implement & Seed Co., field sds. & impts.
Louisville Seed Co., clover & grasses.
Wood, Stubbs & Co., grass & garden seeds.

MACON, GA.

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Russell-Heckle Seed Co., all southern seeds.

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Courteen Seed Co., field seeds.
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Minneapolis Seed Co., seed merchants.
Northrup, King & Co., wholesale seeds.

NEWBERN, TENN.

Cole Seed Saver Co., Japan clover whls.

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Loewith Larsen & Co., grass & field seeds.
Doughten, Inc., H. W., grass & field seeds.
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Radwaner, I. L., field & grass seeds, exp. impts.

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Philadelphia Seed Co., Inc., The, whse. field sds.

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Condon Bros. Seedsmen, garden, fld. & flower sds.

ST. LOUIS, MO.

Schisler, F. & G. S. Co., A. W., seed merchants.

ST. PAUL, MINN.

Jameson Hevener Co., shprs. of field seeds.

TOLEDO, OHIO.

Flower Co., The S. W., seed merchants.
Toledo Field Seed Co., The, clover, timothy.

TWIN VALLEY, MINN.

Helberg, M. A., wholesale seed merchant.

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FOR SALE—Timothy & Alsike seed.
Write Walter G. Trumpler, Tiffin, Ohio.

FOR SALE—Seed Corn. Aye Bros.,
Blair, Nebr., Seed Corn Center of the
World. Box 47.

SWEET CORN SEED for sale, samples
and price on request. Quass Brothers,
Ashland, Nebraska.

FOR SALE—Alfalfa seed 1000 bu., 500
bu. cane seed. Samples free. L. C. John-
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WE WISH TO BUY Red, Alsike and
Bastard Clovers, Timothy, Cocksfoot,
Meadow fescue. John Lytle & Sons, Ltd.,
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FOR SALE—Car load lots of Hog, Com-
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filled promptly. Spelts Grain Co., Sterling,
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FOR SALE: Millet and cane seed in
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We live where it grows. Sharp Grain Co.,
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FANCY ALFALFA seed, grown eastern
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RED TOP AND ORCHARD GRASS
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The J. Chas. McCullough Seed Co.,
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SEEDS WANTED—Off grade or screen-
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Send samples. A. R. Kerr & Company,
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WANTED—Clover, Timothy, Millet, Red
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Clover and Alfalfa Seed Screenings want-
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Samples which will have our prompt at-
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Your Advertising Seed

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you are sure to reap a
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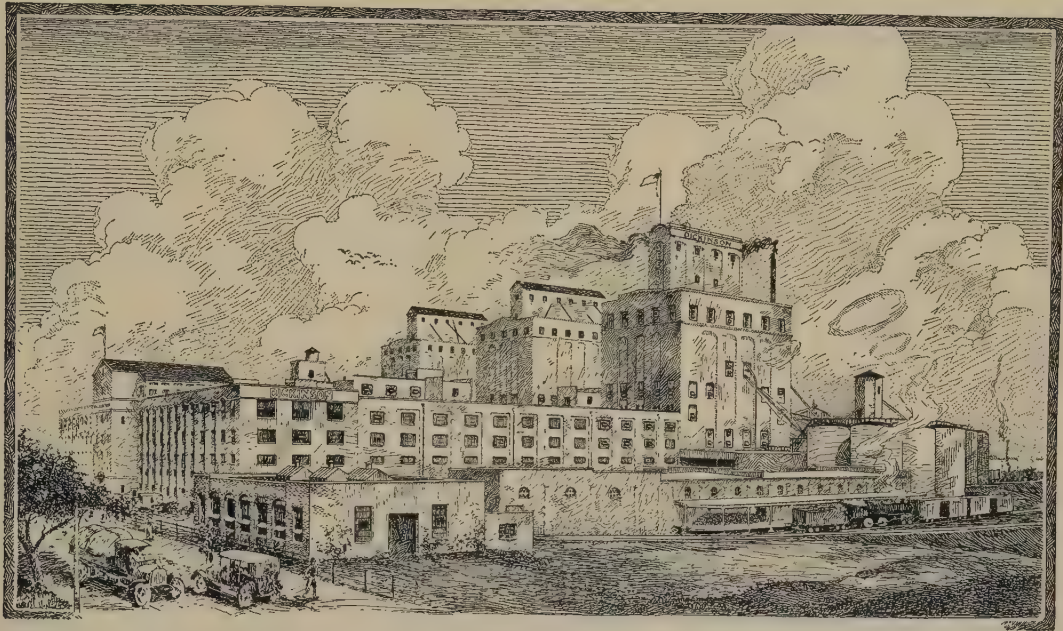
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White Clover

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Timothy Seed--Medium Red Clover
Shippers of all kinds of Field Seeds.
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We are IMPORTERS of AMERICAN GRASS and CLOVER SEEDS and shall
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Sweet Clover, Alfalfa,
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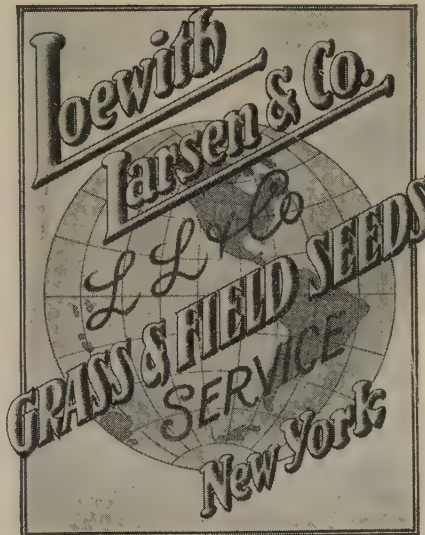
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with glass flasks or copper

This is the standard tester prescribed in Bulletin 72, Department of Agriculture, and in the Federal Grain Rules of Inspection. In every detail it conforms to the specifications, and is of the type used in all Government grain inspection offices.

It is HEATED ELECTRICALLY

We have a new heating element, our own design, which is so simple and convenient, so free from fire hazard that it will supersede all other heaters, with liquid fuel, for testing purposes.

Its points of merit are

1. **SIMPLICITY.** When a coil burns out, as all coils will, pull off the connector body; lift out the heating plate, which is then free.

Turn two screws and the burnt coil will drop out. A new one is inserted, the screws turned up, and the job is done. The element is not even taken apart for the purpose, and the expense involved is just **TEN CENTS**. No delay, no inconvenience.

2. **EASY REGULATION.** The heat is regulated just like a lamp; the turning of a thumb-nut raises or lowers the temperature just as you want it.

3. **LOW COST.** A new heater costs \$1.00; a new coil 10 cents.

4. **ADAPTED TO ANY VOLTAGE** and quickly changed from one voltage to another, such as lighting (110V) or power (220V) current, by the change of a screw.

5. **SAFER AND MORE CONVENIENT** than alcohol or gasoline, and cheaper.

The tester is made throughout of smooth steel, galvanized to prevent rust. The glassware is of the best quality obtainable and accurately calibrated. Heat and oil resisting stoppers are supplied. The thermometers are guaranteed correct.

Each tester is equipped with a strainer oil-tank, with **SELF-MEASURING FAUCET**, delivering 150 CC of oil at each discharge, which has no valves nor adjustments to get out of order and leak.

No electric tester was ever so good nor sold so low. Our prices, which include all accessories and one gallon of testing oil, are as follows, f. o. b. Chicago:

One flask	\$25.00	A liberal discount for quantity orders or for resale.
Two flasks	40.00	
Four flasks	65.00	
Six flasks	90.00	

We supply gas or alcohol burners if electric current is not available.

We will equip your old tester with these new electric heaters for \$3.00 per burner, including wiring, you to pay transportation charges both ways. In sending testers to be changed over, do not send any glassware, accessories, nor water tank; just the heater body.

We carry a **COMPLETE LINE OF ACCESSORIES** for testers at lowest possible prices.

We still supply the Hess Improved tester, with copper flasks, for gasoline, gas, alcohol or electricity.

ASK FOR FULL INFORMATION

Hess Warming & Ventilating Co.

907 TACOMA BUILDING, CHICAGO, ILL.

HESS DRIERS

More are in use, and more are sold yearly, than all other makes combined. There's a reason—a **GOOD ONE**

GRAIN DEALERS JOURNAL

[Incorporated]

Published on the

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Charles S. Clark, Manager.

SUBSCRIPTION RATES

To United States, semi-monthly, one year, cash with order, \$1.55; two years, \$2.85; three years, \$4.25; single copy, 10 cents.

To Foreign Countries within the Postal Union, prepaid, one year, \$2.75; to Canada \$2.15.

THE ADVERTISING

value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms for advertising a fake or a swindle.

LETTERS

on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome. Let us hear from you.

QUERIES

for grain trade information not found in the Journal are always welcome. Address "Asked - Answered" department. The service is free.

Entered at the Chicago, Ill., Post Office as Second-Class Matter, Aug. 5, 1898.

CHICAGO, DECEMBER 25, 1918

Greetings!

In closing our forty-first volume we wish to thank our sixty-five hundred readers for their kindly words of appreciation and encouragement, and also to thank the many contributors who have helped us to make the journal of greater interest and help to the live progressive members of the trade, and to thank the many advertisers who have made our service to the grain trade possible.

We wish all a Merry Christmas and a Prosperous New Year free from restriction or regulation by Government bureau or commission. The patient toleration of the grain trade for the blundering interference by the socialistic politicians has earned it full right to early release from Government monopolization of the grain business.

ALL business men will be more than glad when all telegraf and telephone lines are returned to the more efficient operation of private corporations, whose desire for more business makes them ever anxious to serve well their customers. No political office holder serving a public utility ever has or ever will care a rap for any customer.

TEXAS courts again come to the aid of victims of telegraf errors by holding the fine print conditions invalid, as reported elsewhere in this number of the Journal.

MONEY is getting easier, and a reduction of the terminal markets' rate of interest on drafts from 7 to 6 per cent next January would be appreciated by country shippers.

LOADING cars to within 30 inches of the roof presumably still will be approved by the railroad administration on the ground of car conservation, altho the Food Administration has canceled all its minimums, and the tariffs of the carriers will govern.

EXPERIENCED ELEVATOR builders follow established and recognized engineering practice in planning and erecting elevators and the houses prove satisfactory. Inexperienced elevator builders follow after every queer and odd idea that comes along. The majority of their houses fail. There is a vast difference, and the elevator owner who experiments pays dearly for the difference.

THE PRACTICE of extending unlimited credit to grain shippers in order to get their consignments is one fraught with much danger to both the shippers and the commission merchants of the Northwest, and it would seem time some concerted action was taken to stop it. Shippers worthy of credit can get it from their home banks and when they do get it at home will conduct their business more cautiously and eventually more profitably. Try it.

THE PERMIT SYSTEM may be a good thing, but like most measures bureaucratically administered, the clerks who carry out the plan have no time to explain and some of them could not explain the exact reasons for some of the orders, leading the shippers who know where they have been hurt to question the value of the system. For example dealers at one point are kicking hard because they have to have individual permits while dealers at another terminal have a blanket permit.

IS HOOVER a bull on wheat, on pork and on corn? Refusal to license imports of corn from Argentine, the extra-legal pegging of hogs at \$17.50 and his latest utterance in England that a 10 per cent reduction in prices would stifle United States agricultural production, indicates a purpose to cross bats with Old Man Supply, who vanquished Joe Leiter. Of course Herbert is stronger than Joe, having Uncle Sam's billions of federal reserve greenbacks behind him, while Joe had only father's millions. Just the same we are willing to wager Herbert has bitten off too big a mouthful and that prices eventually will find their commercial level.

ARBITRATION, state, national and international, is the key that will unlock foreign trade for the American merchant by making it possible for total strangers to deal on the basis of mutual confidence and trust. It is the harbinger of peace where there has been disputation and the expression of that good will toward men that we all feel at Christmastide. When a lawyer and a chief justice declare arbitration to be far superior to the law and the courts, on another page of the Journal, this method of settling disputes must indeed have some real merit.

DEMURRAGE on wheat shipments to Minneapolis recently when the shipper had no part in incurring the delay in unloading is a parallel to the demurrage accruing at Chicago when the movement of wheat began, and in neither case was it justified. In the Northwest the control of railroads issued permits for more than could be handled, while at the central market the railroads accepted more grain for shipment to market than the state grain inspection department could sample, moisture test and grade. Why should the innocent shipper be penalized for official incompetency?

THE DEVELOPMENT of the inland water-ways of the United States would be conducted by private enterprise if the railroads were simply forced to keep their hands off and let traffic take its natural course. However the fact that the railroads have bought up wharfage and refuse to interchange freight with water routes does not form a justifiable excuse for the government taking over the railroads or even operating them for five years. The politicians are so overly anxious to gain control of every form of industry that they would almost clean alleys if they were sure of anchoring another pay roll on the tax payers.

WESTERN grain shippers will be pleased to hear that another freight advance of 2c per hundred, Chicago to Atlantic seaboard, has been ordered for February 1st, but it is evidently the intention of the authorities in charge of the railroads not to let the shipping public know anything about it until they get good and ready. Under the new schedule the reshipping rate from Chicago to New York for export will be 25c per hundred; Domestic 26½c. The local rate Chicago to New York for export will be 31c, the Domestic 32½c. Inasmuch as the railroads had an advance of 25%, added to several other advances last year, it would seem time to call a halt and all producers and shippers affected by this proposed advance should busy themselves, protest to their representatives in Congress, to Edward Chambers and C. A. Prouty of the United States Railroad Administration at Washington. It might be well also to ask that the advance be deferred and a hearing of the parties interested be granted.

AFTER the Government has paid for the 1919 wheat crop, basis \$2.26 Chicago, the wisacre who originated the Government price guarantee will go into hiding.

BREWERS are glad the rule against grain dealers selling to them was abolished Dec. 18, but would like to know when the war prohibition of manufacture is to be rescinded. Hoover is said to favor lifting the ban on brewers.

MANY millers seem to have feared to buy wheat of the 1918 crop in excess of the immediate demands of their trade and now that the Food Administrator is willing to buy flour, they have no wheat from which to make it. If the F. A. makes as determined an effort to handicap and restrict the millers and grain dealers next year as during 1918, the marketing of the 1919 billion and a quarter bushel wheat crop is sure to be accompanied by confounding confusion and waste.

GRAIN DEALERS who suffer inordinate delay in the transmission of their telegraph messages, since the government took control of the wires, owe it to business generally and to the country to oppose both government ownership and government operation of all wire facilities for communication. If the government is anxious to establish wireless stations or telegraph lines of its own, for its own use, no one will object in the least, but the crippling of an efficient communicating agency, by the politicians of the land, should not be tolerated. Government service of any kind makes for inefficiency and waste.

The Rules on Grain Claims.

The rules of the director-general for the settlement of grain claims, published in full elsewhere in this number, might well have been drafted in the claim department of any railroad, so closely do they follow the purposes expressed by railroad officials before the federal government took control.

There is the same studied denial of any standing to shippers' reliable weights; the same befogging of the question by making a distinction between clear record and defective record cars, and the same old "natural shrinkage." The only concessions are those that should never have been refused; shipper's right to carrier's record of repairs to leaking cars, and the assurance that material would be furnished for cooping.

One effect of the promulgation of these rules is to make them national in scope, and to unite all shippers in an effort to set aside their unjust and unlawful provisions by pushing suits already in court. Let no shipper neglect to press his claims under the mistaken belief that the U. S. Railroad Administration can rule him out. These rules are merely instructions to railroad claim agents and any compliance therewith by shippers is purely voluntary.

Letting Go of the Wheat Control.

If favorable planting conditions had continued much longer the farmers of the winter wheat sections would soon have had most of their acreage planted to wheat in order to profit to the fullest extent from the Government's guaranteed price of \$2.26 per bushel at Chicago. As the Food Administrator has announced that the guaranty will remain good until June 1, 1920, the farmers of the spring wheat states are also making every possible preparation to sow a record acreage to wheat. This is sure to effect a great reduction in the acreage of other grains and an advance in their market value to the further benefit of the farmers and the draining of the consumer's purse. Any reduction in the production of corn will surely be followed by higher prices for all hog products and the cost of living will be kept at figures high enough to make the war salaries now paid laborers seem like starvation wages.

Altho the consumers of the United States outnumber the producers five to one the Food Administration will not permit the importation of any grain because it would depress prices to the fatigued producer and discourage further production. But our beneficent Government must sell all of the surplus wheat and hogs to the consumers of Europe in competition with the other producers of the world, who also will be spurred by the high market prices to produce all possible. The natural result will be if our Government continues to force record prices for wheat and hogs here and to sell the surplus in Europe at the market price there it will be placed in the embarrassing position of taxing its citizens for the direct benefit of Europeans.

Even tho the wheat crop does encounter unfavorable weather conditions the Government will have an enormous amount of \$2.26 grain to handle, and if its usual inefficient, wasteful methods predominate the cost of everything will go to unheard prices in sympathy with wheat.

One of the simplest ways for the government to get out of the wheat dealing business would be to notify farmers to sell their wheat at the best price they could get in the open markets, and to collect the difference under the guaranty by making claim duly attested by invoices and affidavits.

Such an arrangement would practically demonstrate to the wheat grower that he was the beneficiary of Uncle Sam.

The consumer would cease the ominous growl now beginning to be heard about the artificially high cost of bread.

It would not become necessary to prohibit imports from Canada and foreign markets to enable the government to market its holdings.

The government would not be burdened with the physical handling of the wheat. It would not be required to raise the immense sum of money to finance the

enormous crop at the full price, but only the difference, which would be much less, and payable at its own convenience.

The poor consumer in this country who is heavily taxed to make good the guaranty to the farmer would be recompensed by enjoying low prices for bread instead of having to pay war prices for bread for two years more while the government tries to market its wheat abroad and sells it there at a lower price to the great benefit of the foreign consumer.

The congressman or senator who will introduce and push such a bill thru Congress certainly will gain great popularity with producers and consumers.

Shackles Cut from Futures Trading.

The telegram Dec. 24 from John J. Stream, Coarse Grain Administrator, to the grain exchanges, declaring the quantity limit off all transactions in corn, oats, rye and barley for future delivery could not have been better timed nor more welcome as a Christmas present to the speculative members of the trade who carry the load for the farmer and meet the demand of millers and consumers.

No longer will quotations be wide apart on bid and asked and no longer will the trader who has bot the artificial limit be prevented from buying more on the way down to average up his line. All the known conditions of prospective weather and of calculated supply and demand now will be given free play and expression in the future delivery markets as of yore.

Restrictions on the corn trade now have passed into history. As they fade into the dim perspective of the past more and more will the question be asked "What good were they?" History will ever record that when the directors of the Chicago Board of Trade in harmony with the policy of the Food Administration forbade trading in futures above a certain price the price of the actual cash grain contemptuously ignored their fiat.

RATE MAKING properly has been held to be a legislative function and it has been thought that the Congress or the State Legislatures were going far enough when they delegated this power to Commissions, state or interstate. By no reading of our system of government can the rate making power be lodged in any executive officer, be he a president, governor, mayor or director general of railroads; yet McAdoo has raised many intrastate rates without approval by the state commissions, which evidently is illegal and shippers may recover the excess so collected. Fortunately for the public the question will be tested immediately by the Nebraska State Railway Commission, which has brot suit in the district court to enjoin the C., B. & Q. R. R. Co. from charging a rate on clay moving from Columbus, Neb., to Lincoln, Neb., increased by McAdoo from \$5.50 to \$15 per car. The Commission attacks McAdoo's order not because it is an excessive rate, but because the director-general is not authorized to change intrastate rates.

The Grain Exchanges' Service Record.

"The war service record of the grain exchanges is one of unbroken devotion to duty; of unswerving patriotism; of ready sacrifice, however deep the sacrifice might cut; of faithful and efficient performance of a momentous task that, by the aid of the grain exchanges, was performed in a marvelously successful manner."

The recognized exchange in every organized grain market of the United States has loyally done its duty and done it well. The fact applies with equal truth to the smallest as well as to the largest, and whether it be known as Chamber of Commerce, Board of Trade, Grain Exchange, or what not. In the beginning of the struggle whose end we have practically reached the members of the grain exchanges saw before them a gigantic task. With patriotic fervor they placed themselves in the front line of the forces behind the army and proceeded to assault the enemy with every weapon at their command—meanwhile remembering that he who fights honorably is doubly armed.

To catalog the activities of the grain exchanges that were directed toward winning the war and that are now directed toward the best in national service would be to mention every function of grain exchange activities. Not only must it be admitted that nothing was done by any organized grain exchange to hinder the war making and war winning efforts of the nation, but it may be said also that the grain exchanges did nothing that did not have for its purpose the winning of the war in the shortest possible time.

Food problems and matters concerned with the production and distribution of food were of vital importance during every moment of the war. That fact was admitted by all who were familiar with the subject, even tho not all could agree upon the best method for the solution of the problems. Whether the best plans were adopted we do not know, because never is it possible to look back upon the past and say that none other method than that which was followed would have accomplished the desired result. We know that we have arrived at a certain point and have brought certain things to pass. We know, likewise, that this was not done without some friction, some inconsistencies, and even some inequalities. All these things, however, are a matter for the past. The historian may find many interesting facts in his study of them, but to the people of today, and to those of the coming year, the past is dead.

There remains to be solved the problems of the future, and especially those of the immediate future. How best shall we approach them?

It has been demonstrated most conclusively during the past few months that no line of business can be conducted successfully except by men trained in that line of business. It has not been proven that the whole of any line of business can be conducted most efficient-

ly and successfully under centralized control, even when that control is administered by the best trained men in the trade or industry.

The grain trade has been confronted and hedged about by more regulations and restrictions than any other branch of industry, and it was thru the functions of the existing organized grain exchanges that this control was made successful in achieving the end to which it was directed. No food administrator could have accomplished the things that have been done except he had the united support and assistance of the organized grain trade, and food control would have fallen flat if it had not been earnestly supported by those agencies.

We stand now at the threshold of a new year. Whatever it may please some to say, business is not as it might be, or as it should be. If we are to escape the consequences of serious disorder our business house must be set in order, and that quickly. The grain trade is the one line of business that is fully prepared with its own organizations to make the transition to new conditions without a distinct shock. And yet the grain trade is apparently the one which governmental agencies seem loath to unshackle. This is not as it should be, in view of the glorious service record of the trade and in view of its proven ability to handle its own problems with fairness to all.

Restrictions should be removed from the grain exchanges and from the grain trade. Let the entangling regulations be removed, permit the grain business to proceed along free lines, and there will be no cause for worry among the people of America and of the world over food and feed supply and distribution. The food is here, and we have the most efficient machinery in existence for distributing it expeditiously.

Government 'Phone Service Evades Responsibility.

Under private ownership, control and operation of the telegraf lines the patron of the company who paid for the repetition of his message had an unquestioned right to reimbursement for loss due to error, omission or failure to deliver. This arose largely from the fact that the companies felt it their duty to encourage the public to use and rely on the telegraf as well as from their common law duty to perform a service for which they were paid.

But the government, thru the Post Office Department, is denying all financial liability, other than a return of the tolls, holding that the government is no more responsible for the correct or prompt delivery of a telegram than a letter deposited in the ordinary mail. If only the socialistic wage-earners could be condemned to use the telegraf service for all their communications they would soon learn what the businessmen have found out, that government service is always so costly and inefficient as to be undesirable in comparison with private service.

Christmas, 1918.

In many respects, in fact in *most* respects, it might be said that Christmas, 1918, is the most glorious Christmas since that day near two thousand years ago when the Christ Child took His place upon earth that there might indeed and in truth be "Peace on earth, good will to men."

The year 1918 itself has been one of the greatest years of all history, and the Christmas time is but the culmination of the many triumphs of the twelvemonth.

Only the short space of one year ago, sadness reigned upon the earth; men struggled in seeming impotence against forces that strove to fasten the rule of might upon all peoples; already we had passed from sympathy with those engaged in the bloody struggle to a rededication of ourselves, our sons and our fortunes to the determination of the issue. That we and our associates were successful in achieving victory much more quickly than seemed possible a year ago is but an additional cause for solemn thankfulness. We are not boastful of the results accomplished, for, wonderful as they are in the aggregate, and altho there are no more illustrious pages in our history than those which were written at Chateau Thierry and St. Mihiel, we feel that victory has been given us not alone because of the strength of our blows, but more because of the righteousness of our cause.

Just as Christmas, 1917, was one of realization of our duty, and of consecration of our all to the fulfillment of that duty, so Christmas, 1918, is a Christmas of a firm resolve to discharge faithfully every obligation that comes to us along the avenues now opening and which we confidently hope will lead to greater, grander, nobler things.

The spirit of service, which is in its closest analysis the true Christ spirit and the deeper meaning of Christmas, is uppermost in the minds of men today. Petty bickerings and jealousies still remain, and they continue to creep out now and then to cover and hide from view for a time the better things, but more and more their total lack of permanent value is being recognized and they are made to step aside while the spirit of service prompts men to perform its missions of helpfulness and justice.

Christmas, 1918, does not find superficial happiness in every part of the earth, but even where sorrow and suffering exist in most intense form there is an undercurrent of gladness and thankfulness more potent than any lightness and gayness of the past. And this deeper feeling is fostered largely by the knowledge of the part that the spirit of service has come to play in the affairs of men.

Grave things confront us in the future. We are able to consider them in calm confidence of our ability to meet and master them only because of the spirit of willing service that permeates the earth at this peaceful Christmastide.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Seller Pays War Tax.

Grain Dealers Journal: On shipments of grain to central markets I have been compelled to pay the war tax; but when I buy some corn to be shipped in from the western terminal markets I do not feel that I should be required to pay the tax, as I am then a buyer.—H. M. Thurston.

Ans.: Even tho the grain is bot the buyer may have to pay the tax. To avoid this buy on the basis of delivered instead of f. o. b. point of origin.

Does Buyer Make Claim Against Carrier?

Grain Dealers Journal: We have knowledge of a case almost on all fours with the one given as the basis of the opinion on page 720 of the Journal for Nov. 10, except the buyer at an intermediate market bought the grain of a commission man at a price f. o. b. the shipper's station, approved distributing weights. Then he, the buyer, surrendered the first B/L from shipping point to the intermediate market and had the car rebilled in his own name from shipping point to Baltimore. While in transit to Baltimore the original car was so injured or wrecked that the grain was transferred and went into Baltimore in a car totally different from the one in which it was originally loaded. This occurred on the buyer's road and he alone was known to the delivering carrier.

We do not believe, as stated in the opinion, that the shipper is the party to make claim against carrier, for the reason the shipper's guaranty of weights was only to cover ordinary wastage or leaks while the grain was moving in the car loaded by the shipper, and that the shipper could not be held for a total or partial wreck of the car thru the handling by the carrier that had been selected by the buyer, as the transfer of the grain to another car after a wreck discharged the guaranty at that point. The buyer would have to prove the loss at that point to recover from the shipper and that not being approved weight the shipper would not be bound by same.

If the grain had gone thru in the original car with a reasonable shrink that could have been anticipated without any extra hazardous condition, such as wreck, etc., the shipper might have been held, but he cannot be held for extraordinary conditions that developed on the road of which he knew nothing and in a car of which he had no information.

Buyers of such grain should unhesitatingly assume the risk and loss incident to the complete destruction of the grain in transit, and they are liable to the shipper for extraordinary conditions that develop and the shipper's guaranty of weights was without any special consideration to meet special conditions.

The shipper never saw the car into which the grain was transferred, he was not given any kind of evidence as to the

amount of grain that was in his car when the same was transferred and his ordinary guarantee of destination weights was limited to the delivery of the exact car in *ordinary condition* and not weights obtained from another car into which a part or all of his original weight had been transferred without his knowledge or consent, and by the *agent of the buyer* who bought the grain f. o. b. shipper's station and re-billed it in his own name.

The records of the delivering road disclose the name of the buyer *only* and if the shipper should bring suit he could not maintain it on the face of the papers for the very B/L on which it moved discloses no name or probable interest but the buyer's.—R.

Ans.: Following are some decisions bearing on right to sue and title to shipment.

A contract for sale of coal which contemplates delivery by the seller to a carrier f. o. b. for the buyer, and which provides that the carrier's track scale weights at the seller's mine shall govern settlements, does not give the buyer a right of action for a loss of part of a shipment consigned by the seller to its agent; and under Code 1907, sec. 2490, providing that, where suits are brot in the name of the person having the legal right, for the use of another, the beneficiary must be considered as the sole party, the agent may not maintain an action for the use of the buyer, tho there was a delivery to the buyer of the Bs/L without indorsement.—*Zimmerman's Coal Co. v. L. & N. R. Co.* Court of Appeals of Alabama. 60 South. 598.

Where personality is in a condition to be delivered by the seller to the buyer, but it has to be weighed, measured, tested, or some other act done by him to ascertain the price, title does not pass to the buyer until those things are done.—*Frazier v. Owensboro S. & B. Co.* Court of Appeals of Kentucky. 172 S. W. 652. In the same case it was held that when the seller had done everything required of him by the contract title passed if the counting, weighing and testing had to be done by the buyer.

If a contract of sale requires anything to be done in the way of inspection, testing, weighing, or the like before acceptance, title to the property remains in the seller until that has been accomplished.—*N. K. Fairbank Co. v. Ill. Cent. R. Co.* St. Louis Court of Appeals, Missouri. 149 S. W. 1154.

Where it is necessary to weigh, measure, test or do some other act with reference to the goods to ascertain the price to be paid, the title does not pass to the buyer until such act is done, unless a contrary intention appears.—*Elliott v. Southern Ry. Co.* Supreme Court of North Carolina. 71 S. E. 339.

The last quoted decision is the true test, the intention of the parties, and if it were the intention that title should pass when buyer paid draft and had a new B/L issued to cover the carload, the seller has a claim against the buyer for the amount loaded, and it will become the duty of the buyer to make claim against the carrier. The Supreme Court of Minnesota, in the suit by E. L. Welch Co. v. Lahart Elevator Co., reversed a decision of the lower court, and held it was a question for a jury to determine the passing of title to a carload of wheat, when notice had been given that a certain car would be applied on a contract. How important is the matter of weights is shown by the following decision.

Where a seller in Texas, who contracted with a buyer in New York to deliver to him there a specified quantity of goods, delivered the goods to a carrier and received a B/L, making the shipment subject to the seller's order, and the seller indorsed the B/L and drew a draft on the buyer, and attached the B/L thereto, and sent it to New York for collection, with directions to deliver the B/L on payment of the draft, the title to the goods vested in the buyer when he paid the draft, and the seller who had not guaranteed the weights of the shipment, could not, after payment of the draft, sue the carrier for shortage thereafter occurring; but, where the title had not passed to the buyer at the time the shortage occurred, the seller could sue therefor.—*Texas Steamship Co.*

v. Dupree Commission Co. Court of Civil Appeals of Texas. 131 S. W. 621.

The transferee of a B/L may maintain an action ex contractu against the carrier for failure to deliver to him all or any portion of the goods specified in the B/L; and this is true, whether the loss of the goods or the shortage occurred before or after he acquired title to the B/L.—*Askew & Co. v. Southern Ry. Co.* Court of Appeals of Georgia. 58 S. E. 242.

Entering Profit on Hedges?

Grain Dealers Journal: We would like to know if dealing in futures should be entered with our cash grain transactions, as we often are obliged to hedge our corn when we can not get cars. Is our dealing in futures to be figured in the gross turnover of our business?—Wm. Kaufmann Co., Buckley, Ill.

Ans.: The future transactions are the same as the cash transactions for the purposes of entry and figuring gross turnover.

Confirming Sales and Purchases.

Grain Dealers Journal: We are in need of some notices of sales and purchases. Can you suggest a satisfactory form?—Kiel-Dover Farmers Elvtr. Co., Dover, Okla.

Ans.:—There are in use almost as many forms for confirmation of purchases and sales as there are grain dealers, and each dealer usually thinks his form the best. All forms are good, no doubt, and serve well their purpose, so far at least as the person who uses them is concerned. But the variation in the forms used by different dealers leads to endless confusion, and occasionally causes considerable trouble. Only recently a representative of one prominent receiver was heard to remark that the failure on the part of the grain trade to use a uniform confirmation blank is one of the curses of the trade.

Several years ago the Grain Dealers National Ass'n recognized the need for a uniform confirmation blank, and a blank was drawn up and adopted by the Ass'n. It has not yet displaced other forms in use by the trade.

There is reproduced herewith a suggested form of confirmation, based on the official form of the Grain Dealers National Ass'n. It differs from that form only in a few minor points and these are in the nature of refinements designed to make certain points clearer. The form is very simple, as any satisfactory form must be, and is practically self-explanatory.

It will be noted that the first of the clauses at the bottom of the form states that the transaction is to be governed by the Trade Rules of the Grain Dealers National Ass'n in the absence of other specific provision. This was made to read in that manner to take care of those trades which are of necessity based on the terms of organized markets, as the terms of the organized market will govern such trades.

CONFIRMATION.

If exception is taken to terms stated hereon, wire us on receipt of this confirmation. (Place) (Date)

Gentlemen:
We confirm { purchase from } you, as per { sale to }
{ letter } of
{ wire } { busheis }
{ telephone } { cars } of.....
of { delivery } at cents
{ shipment } per bushel, basis
.....Weights and Official Inspection to govern settlement.

SHIPMENTS made hereunder to be billed as follows.....
Notify
and routed via
for delivery by

In the absence of other specific provision, this transaction is to be governed by the Trade Rules of the Grain Dealers

National Ass'n, in force at the time of making this trade.

Seller to pay the customary charges for weighing and inspection, if weighed and inspected where such charge is made, and any other charges that may accrue.

Yours very truly,

Final Hearing on Oats Grades.

Chas. J. Brand, chief of the Bureau of Markets, conferred Dec. 9 at Washington with the representatives of the Legislative and Trade Rules Committees of the Grain Dealers National Ass'n on the oats grades.

When the dealers objected to the elimination of the present grade of standard oats Mr. Brand maintained that the numerical grade designations should govern. Another valuable suggestion of the dealers that the moisture test be eliminated was overridden by the Chief.

On the matter of test weight Mr. Brand was disposed to adopt the suggestion that all the grades be lowered a couple of pounds, and also the recommendation that cereal grains and wild oats be consolidated in one classification, so that if No. 3 white oats contain 6 per cent of other grains not more than 3 per cent may be wild oats. It is thought that the proposed grades will not be ready until the next crop.

Among those present were P. E. Goodrich, Winchester, Ind.; A. E. Reynolds, Crawfordsville, Ind.; L. W. Forbell of New York; H. A. Rumsey of Chicago; Geo. A. Wells of Des Moines, Ia., and F. C. Eikenberry of Camden, O.

How Shall We Kan the Kaiser?

Recent entries in the contest now being conducted by Henry E. Wack & Co. in which a prize of \$150 is offered for the best article, humorous or otherwise, on the subject "How Shall We Kan the Kaiser?" disclose quite an interest among members of the grain trade in the subject of disposing of the ex-boss of the Berlin bunch. And some of them show an ability to handle words that it is surprising to find in those whose activities are concerned primarily with the handling of grain.

Each entry has been given a number, which means nothing at all except that it is a means of identifying the contestant when the time comes to award the prize. Some of the articles are published below and others probably will appear in the issue of the Journal for Jan. 10. The contest closes at midnight, Jan. 15. *Are you going?*

NO. 1.

"Give him to the cannibals. They kan eat what they kan and what they kan't eat they kan kan."

NO. 2.

"How to Kan the Kaiser, To repent and make him wiser, Is a problem predicated by the firm of Henry Wack. The recipes should be quite many, But a can as good as any, Would be a little island in the middle of the sea."

NO. 3.

"Though now that he is in Dutch, Might it not be best to touch His punishment as in the days of old; On Gala Days in stocks and stand, In the Piccadilly or the Strand, The jest of every passer—'Gottes Straff.'"

Coming Conventions.

Feb. 12, 14.—Farmers Co-operative Grain Dealers Ass'n of Kansas at Topeka, Kan.

Feb. 18, 20.—Minnesota Farmers Grain Dealers Ass'n at Minneapolis, Minn.

May 20, 21, 1919.—Grain Dealers Ass'n of Oklahoma at Oklahoma City, Okla.

May 27, 28.—Kansas Grain Dealers Ass'n at Hutchinson, Kan.

Our Callers

Geo. Howard, La Grange, Ill.

Geo. S. Dole, Galesburg, Ill.

P. L. Williams, Colmar, Ill.

Victor Dewein, Warrensburg, Ill.

Bernard D. Simon, Columbia, Mo.

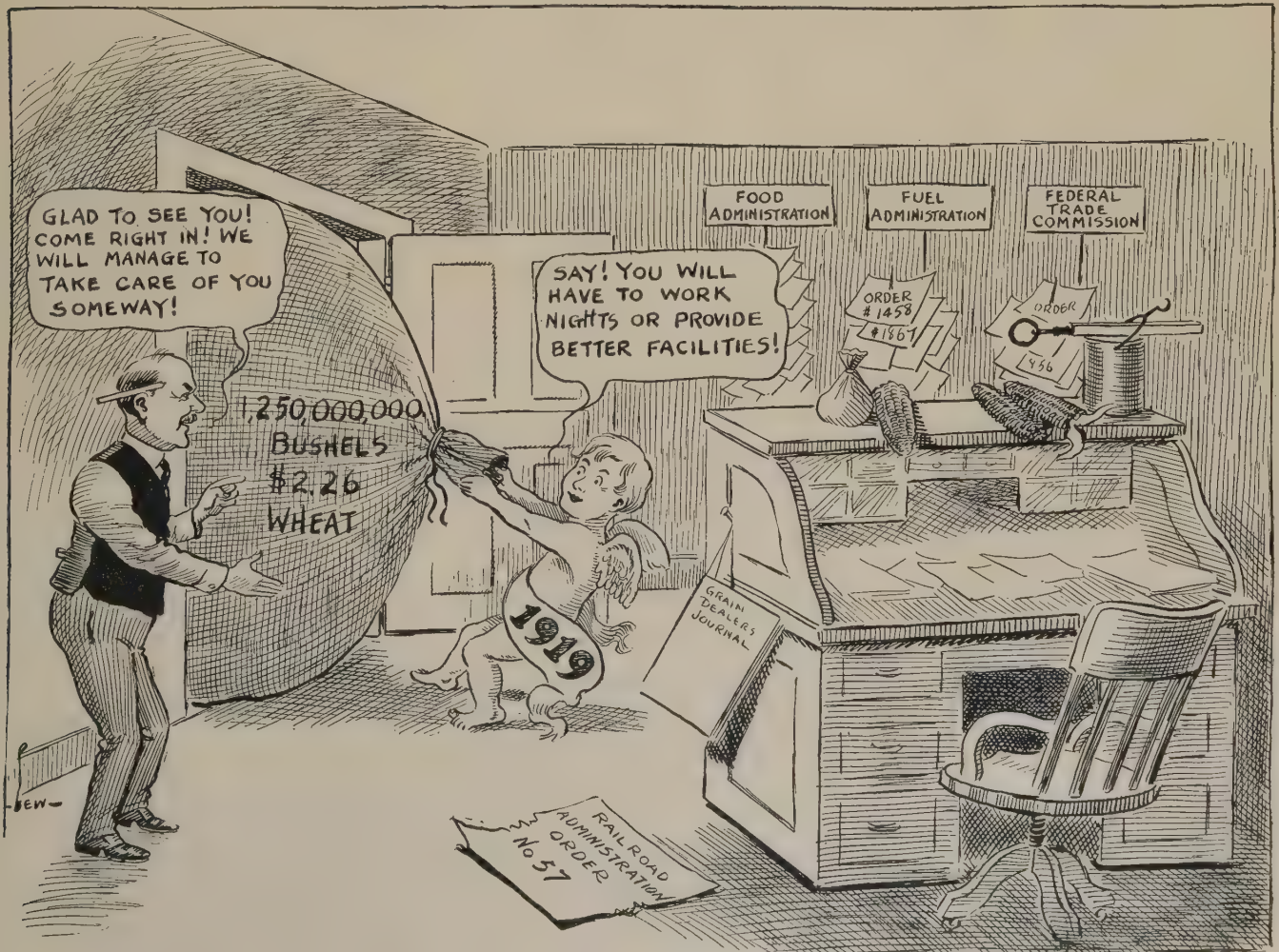
Henry L. Goemann, Mansfield, O.

Carl F. Younglove, of the Younglove Construction Co., Sioux City, Ia.

B. K. Postlethwaite, representing the Richardson Grain Separator Co., of Minneapolis.

THE U. S. FOOD ADMINISTRATION will take over white corn flour at \$8.50, yellow at \$8 and ordinary corn meal at \$7.50. This figures more than \$2 per bu. for corn.

Guaranteed Price is Swelling the Acreage Daily.



Before This Billion and a Quarter Wheat Crop Gets to Market Somebody is Likely to get Hurt.

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Wants Test Case on 8-Cent Margin.

Grain Dealers Journal: Mr. J. F. Coal's letter in the last issue of the Journal certainly hits the nail on the head. Is anyone going to make a test case on this rebate question? If we do have to pay why not put on the back of every check something like this: "This check given for rebate on wheat under protest. I promise to return this money in full to John Doe & Co., Sometown, Ill., if at any time within the next year this order by the Food Administrator is found to be illegal or unconstitutional?"

I hope somebody makes a test case out of it. Most of us can not afford to do it. I think the grain dealers ass'n made a mistake right at first in ever indorsing this, as I do not believe the order ever would have been made if the dealers had stood firm.—R. A. Ewart.

[One firm is refusing rebate with purpose to make a test case.—Ed. note.]

Burying the 1919 Corpse.

Grain Dealers Journal: I see that the editor of a leading market letter that we receive daily, seems to be considerably worried about who will bury the 1919 corpse.

Well, with 49,000,000 acres of winter and half as many acres of spring wheat, in spite of the drouth and floods, the freezing and the thawing, hot and cold winds, sleet and ice, Hessian fly, chinch bugs, green bugs, joint worms, loose and stinking smut, rust and a few other things like wind and hail storms, including the Nematode Galls, Uncle Sam may have a fair sized corpse to bury.

Suppose we harvest a billion and a quarter bushels of wheat in 1919, which is possible but hardly probable, 80%, or a billion bushels, may be of good enough quality to meet the government protected prices. Six hundred and twenty million bushels are required for our seed and bread. We should export 275,000,000 bus., which would leave us a hundred million, or a bushel apiece. If wheat should decline to \$1.50 a bushel after June 1, 1920, the funeral expense would cost us about eighty cents each.

Can the producer afford to pay eighty cents a year for the satisfaction of knowing that if he barns or stacks a portion of his wheat to sweat in the straw as it should, that he will not have to sell it for less than it cost to produce it, as has too often been the case in the past?

Is it worth eighty cents a year to the miller or grain dealer to be insured against a loss thru needless and frequent price changes? Can the consumer afford to pay eighty cents annually for the satisfaction of knowing that the sack of flour he buys next month will not cost him any more than the sack he bought last month?

Should the greatest grain country in the world be scraping its bin bottoms every year? After all is not a grain

reserve about as essential to the continued prosperity of the nation as a gold reserve? Is not government price fixing, on a sliding scale basis, the cheapest and best method of building and maintaining a substantial grain reserve?

We may plow up 13,000,000 acres of our winter wheat, as we have in former years, and the hot winds may get three or four million acres of our spring wheat, as it frequently does, in which case the funeral expense will not be so burdensome.—E. T. Custenborder, Sidney, O.

Regulations at Variance with Laws.

Grain Dealers Journal: Our contention in our suit in which we got judgment against the C., M. & St. P. Ry. Co. on destination value as reported in the Journal Nov. 25, page 793, is that the provision on the back of the B/L which states that the claims for loss and damage must be based on the value of the goods at time and place of shipment is contrary to the Cummins amendment. The rule of law is that the grain should be paid for at the market value at the time and place of conversion and not at the time and place of shipment.

I would suggest that Order No. 57, issued by Director-General McAdoo, renders it almost impossible to collect any claims excepting where a car has been wrecked. Order No. 57 is so clearly at variance with the laws of the various states that I believe it should be tested out by the grain trade and that it would be well for the Grain Dealers National Ass'n to establish a claim bureau to handle matters of this kind, as the cost of litigation prohibits individual firms from handling these test cases in a prompt and satisfactory manner.—S. J. McCaull, sec'y McCaull-Dinsmore Co., Minneapolis, Minn.

Many Elevator Legs Not Efficient.

Grain Dealers Journal: We appreciate the co-operation of the Journal in making a success of the recent exhibition at Chicago of the non-chokable elevator leg. We believe that the illustrated description on page 652 of the Journal for Oct. 25 and the Journal's approval will go a long way in helping owners to realize the fire hazard of elevator legs.

Recently the writer spent a few days in Montana and the superintendents of two of the largest grain concerns there have agreed to adopt the non-chokable leg on all their grain carrying elevator legs. This feature has brought out one fact, viz: a big percentage of elevator legs will only carry buckets 1/3 to 1/2 full because the power or belts doing the driving are not able to do the work of turning the elevator with the cups full.

It looks as tho the builder had sold an elevator with 100% carrying capacity and then sold a drive having power for 33% of the carrying capacity of the belt and buckets. This is most noticeable in electric motor installations.

We still maintain that if the construction of the elevator leg, belt and buckets and the drive are properly balanced that the elevator feed used in the model shown at the exhibition cannot be choked from over feeding or bins getting full, and that it will also bring the carrying efficiency up to 100% whereas the old feed gate will average less than 50%.

One of the things we hope to bring out is a better study of elevating machinery, including drives.—W. Reed, mgr. Mutual Fire Prevention Bureau, Oxford, Mich.

Got Judgment for Overdrafts.

Grain Dealers Journal: We are glad to say that after a trial occupying several days we got a verdict on every one of the five counts in our suit against the Will Moore Grain Co., of Keytesville, Mo., to recover overdrafts made on ear corn shipments this spring. We believe this is the most complete victory that has been achieved by a city grain dealer before a country jury composed of the neighbors and acquaintances of the shipper.

Mr. Moore testified that he loaded 101,500 pounds of ear corn into a car containing 2,484 cubic feet of space. He also testified to the loading of 70,000 pounds of ear corn into an ordinary 60,000-lb. capacity car having 2,400 cu. ft. of space. He had all sorts of evidence from his helpers and farmers who hauled ear corn that they claimed to have put in certain cars. His books did not show that he loaded any of the cars of corn on which the money was obtained.—H. E. Kinney Grain Co., Indianapolis, Ind.

Side Track Leases in Nebraska.

Grain Dealers Journal: The Comstock (Nebr.) matter referred to in the Journal Dec. 10, page 900, was a matter that did not come before this Commission, but of which we have some knowledge. The Farmers Elevator Co., of Comstock, desired a switch track to its elevator on private ground, which private ground they secured from a milling company adjacent under agreement that in return for the ground they would pay whatever cost was necessary to extend the track not only to the elevator, but to the mill. The carrier's plan provided for this track running on private ground part of the distance and provided a basis for adjudicating the cost in accordance with General Order No. 15 of the United States Railroad administration, with which you are familiar.

This Commission has no rules and regulations governing agreements relative to the installation of side tracks to industries where side tracks are not now in existence.

Originally the Nebraska statute, before the creation of this Commission, provided that sites must be granted by carriers on the right-of-way to industries which desired to use the facilities of the railroad in shipping. The Missouri Pacific resisted this statute and in a decision reported in 164 U. S., 403, the law was declared void.

The legislature then amended the act and provided that if an industry found it necessary to build on private ground, adjacent to railway right-of-way, the company must build side tracks to such industry at the railroad's expense. This case also found its way to the United States supreme court and that court, in an opinion, reported in 217 U. S., 196, this act also was declared void.

The legislature then again amended the act and required that such side tracks should be built upon application on such terms as might be mutually agreeable between applicant and carrier. If such agreement could not be reached, the aggrieved party should have redress in district court.

This latter act has never been tested.

The carriers have followed the practice of requiring that all expense be met by the industry and no industry has resisted to the extent of going into court.—T. A. Browne, sec'y Nebraska State Railway Commission, Lincoln, Neb.

Government Trading Earns Ill Will.

Grain Dealers Journal: While in the city recently I mingled awhile with my brethren on the Board of Trade and one commission man told me how he got a country shipper to ship 6 cars of rye which arrived on the day that the government withdrew from the markets and he was informed by the government buyer that they were out of the market. He so 'phoned shipper, and both were scared and sold rye 8 cents less than day before. Next day the government came back into the market and paid the former price. All were sore.

I saw a miller looking for carload lots of wheat and paying 7 cents over the fixed price for wheat to keep from closing his mill, after having first gone to the Grain Corporation, who absolutely and flatly refused to sell wheat to him. I thought this fixed price was for the benefit of us breadeaters. The millers were all sore.—L. I. Berty.

Carrying Out the Price Guaranty.

Grain Dealers Journal: As near as I was able to ascertain at the recent meeting of the U. S. Chamber of Commerce at Atlantic City the general opinion of the grain trade is that the control of all private business should be returned to its owners at the very earliest possible moment. In the grain trade, of course, it is recognized that inasmuch as the Government stands pledged guaranteeing the farmer a fixed price on his 1919 wheat crop, some agency of the Government must have supervision over the coming wheat crop.

I inclose herewith copy of the resolution passed by the Com'te on Grain. [Published in full elsewhere in this number of the Journal.] It will be noted that this resolution favors the continuance of the Food Administration in control of the handling of next year's wheat crop. My personal opinion is that the best thing to do would be to continue the U. S. Food Administration Grain Corporation in control of wheat during the coming year.

I can see no reason why all restrictions on coarse grains should not be removed in the very near future and believe that the general sentiment of the Atlantic City convention was in favor of removing such restrictions.

The question of how the Government is going to reimburse the farmer for the difference between the market value and the guaranteed price of the 1919 crop is a problem of no little magnitude, and is one with which the Grain Advisory Com'te has been wrestling for some time. They are a unit, however, in the belief that the Grain Corporation is the proper agency thru which the Government should act in carrying out the President's proclamation fixing price to the farmer on the 1919 crop.—A. E. Reynolds, Crawfordsville, Ind.

THE Food Administration Grain Corporation has not sold and will not sell any of its stocks of wheat to millers, according to an announcement said to have been made by H. J. Smith, of the Corporation's Kansas City office.

The Year in the Grain Trade at Chicago.

BY JOHN R. MAUFF, SEC'Y CHICAGO BOARD OF TRADE.

The year 1918 will be historical in the grain trade as one of radical departures, thru the adoption of the "permit" system for the regulation of receipts and shipments, the allotment of elevator room for Governmental purposes, Federal licensing of dealers and commission merchants, restrictions on individual accounts, etc.

Members of the Board of Trade of the City of Chicago have not been unconscious of the trials of our Government in its efforts to feed the forces at home and abroad up to physical standards necessary for victory and health. The demands of our Government for storage room for their heavy purchases of wheat was met by our members and their equipment on a large scale. The drying capacity of the elevators is 600,000 bus. per day, which has been taxed to the utmost to make possible the use of a greater quantity of corn that had matured in an uncommercial condition than ever before in the history of the trade and never was this corn more urgently needed.

These two services alone illustrate the value to the producers and consumers of a live exchange with an unlimited and diversified membership 100 per cent efficient.

The realities of war and all that followed in its wake demanded sacrifices and it was this thought that dominated all of the official acts and regulations of the Board of Directors in co-operation with the Food Administration during the year.

Receipts and shipments during the year amounted to over 500,000,000 bus. of wheat, corn, oats, rye and barley; 15,000,000 bbls. of flour; 4,500,000,000 lbs. of cured and fresh meats and lard, and 390,000 tons of hay. This tells a story that requires no expert knowledge to understand.

THE long-wished for opportunity to demonstrate the value to producer and consumer of a free and open hedging market presented itself during the year, and the Department in Washington in order to reduce the cost of handling between these two interests, requested the Board of Trade officials to establish "for future delivery in public warehouse" trading, in addition to corn and oats, the cereals rye and barley, and to establish similar trading in white corn at the request of the American Corn Millers Federation. Because of this action there has been established the foundation for a wider confidence thruout the whole country in exchange trading. Members of exchanges realize that requests of the Government, whether to restrict or expand, are not to be met half-heartedly, that such tests demonstrate the economic value of exchanges, not only under the disturbed conditions of war but of permanent value to the trade and country.

During the year an investigation of the exchange and its members as constituting one of the mediums considered of economic value in the distribution of the cereal crops was undertaken by the Bureau of Markets and the Federal Trade Commission. This joint report we await with confidence as we have faith in whatever the Department of Agriculture may say regarding our work. Professor James E. Boyle, of Cornell, after an exhaustive investigation this summer, sums up in a few words his conclusions—"that the Board of Trade is an efficient market or-

ganization operated at low marginal cost under a democratic form of self-government by the Board of Directors in the public interest."

THE FUTURE is beset by the problems of handling what is now forecast as the largest crop of wheat in the history of agriculture, and the further dilemma of maintaining a proper relative ratio with the fodder crops, some of which have been so generously used as substitutes for wheat during the war.

The United States guaranteed a price on the 1919 crop of wheat, and in this respect stands alone among the surplus nations of the world, and with the relative commodities ungoverned, except by the law of supply and demand, there is a situation requiring sound thought and the most expert solution. This can only be accomplished by those who have made the handling and distribution of cereal crops a life study and who in their dealings with the producers and consumers are under the careful guidance of a duly organized exchange whose affairs are administered by officials under strict rules in the interest of the public for whose benefit the Board of Trade of the City of Chicago was organized sixty years ago.

THE CABLE companies are two weeks' behind in the transmission of civilian messages, which hampers export trade.

Special License Regulations Canceled.

Under date of Dec. 18 the Food Administration at Washington wrote zone agents and vice-presidents of the Grain Corporation that most of the special license regulations are canceled.

The order specifies Rules 2, 4, 8, 10, 11, 12, 13 and 14 of Special License Regulations No. III-A; and Rules 1, 2, 3, 5, 6, 7, 8, 9, 10, 11, 12, 13 of No. III-B; and all of No. IV as those canceled.

IV affects maltsters and near beer manufacturers.

III-B affects millers of corn, oats, rye and barley; and the only one of the millers' rules in effect is No. 4, limiting profits.

III-A affects elevators and dealers handling wheat, rye, corn, oats and barley, and was published in full in the Grain Dealers Journal Oct. 25, page 650; and of these several remain in effect, No. 1, giving the government control of storage space; No. 3, limiting storage in seaboard elevators to 30 days; No. 5, limiting the quantity of wheat held under control by dealers to 60 days' supply; No. 6, limiting wheat sales to 60 days' supply; No. 7, limiting sales of wheat for shipment or delivery to not more than 30 days after making contract, and limiting the net profits of wheat dealers; and No. 9 limiting the profits of dealers in corn, oats, rye and barley, being those still effective.

There is now no limit on the time that wheat or other grain may be kept in storage, whether sold or unsold.

Wheat may be sold for feed.

Carload minimums of F. A. do not apply.

Contracts for corn, oats, rye and barley may be made an unlimited time in the future.

Sales may be made to brewers; but sales to distillers must be of grade lower than No. 6.

The only important restriction removed is the time limit on sales of coarse grains; and this already has been announced in the Journal Dec. 10, page 879.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

KANSAS.

Bentley, Kan., Dec. 14.—Growing wheat extra good, with an increased acreage. Corn about all husked. Yield 10 bus. per acre. Quality good, but high shrink between ear corn and shelled.—J. A. Armour.

MISSOURI.

Jefferson City, Mo., Dec. 18.—Winter wheat sown in the state for the 1919 harvest shows an increase of 36%, being 4,243,000 acres. Condition is 103%, the highest in 35 years. Hessian fly present in scattered localities but not enough to endanger the crop as a whole. Commercial fertilizer was used on 35% of the acreage and more would have been applied if obtainable. Twenty-five percent of the seed wheat was treated for smut. The condition everywhere is the "best ever" outlook. Corn production this year was 133,869,000 bus., wheat, 52,258,000 bus. Acreage of rye increased 5% over last year, 36,000 acres being sown, and condition is 101%.—Jewell Mayes, sec'y state board of agriculture.

OKLAHOMA.

Lucien, Okla., Dec. 18.—Growing wheat conditions here are the best in 4 years. Largest acreage ever sown. Soil conditions practically perfect.—W. W. Black Grain Co.

TEXAS.

Troy, Tex., Dec. 18.—A large acreage of wheat has been sown in Texas. Our estimate of the crop for the coming year is 30,000,000 bus.—Maedgen Grain Co.

Yield and Acreage of 1918 Crops.

Washington, D. C., Dec. 11.—The December estimates of the Crop Reporting Board of the Bureau of Crop Estimates of the acreage and production of important farm crops of the United States in 1918 and 1917, with the average for the 5 years 1912-16, are as follows:

Crop.	Production.—		
	Acreage.*	Per acre.	Total.*
Corn	1918 107,494	24.0	2,582,814
	1917 116,730	26.3	3,065,233
	Av. 1912-16 105,566	26.2	2,761,252
Winter wheat—			
	1918 36,704	15.2	558,449
	1917 27,257	15.1	412,901
	Av. 1912-16 34,059	16.2	552,594
Spring wheat—			
	1918 22,406	16.0	358,651
	1917 17,832	12.5	223,754
	Av. 1912-16 18,406	13.9	256,763
All wheat..	1918 59,110	15.5	917,100
	1917 45,089	14.1	636,655
	Av. 1912-16 52,465	15.4	809,357
Oats	1918 44,400	34.6	1,538,359
	1917 43,553	36.6	1,592,740
	Av. 1912-16 39,456	32.9	1,296,406
Barley	1918 9,679	26.5	256,375
	1917 8,933	23.7	211,759
	Av. 1912-16 7,500	26.9	201,625
Rye	1918 6,185	14.4	89,103
	1917 4,317	14.6	62,933
	Av. 1912-16 2,711	16.4	44,547
Buckwheat	1918 1,040	16.5	17,182
	1917 924	17.3	16,022
	Av. 1912-16 807	19.0	15,336
Flaxseed ..	1918 1,938	7.6	14,657
	1917 1,984	4.6	9,164
	Av. 1912-16 1,930	9.1	17,600
Rice	1918 1,112	36.3	40,424
	1917 980	35.4	34,739
	Av. 1912-16 783	36.8	28,851
Hay, tame	1918 55,971	1.35	75,459
	1917 55,203	1.51	83,308
	Av. 1912-16 50,892	1.51	76,798
Beans (6 states)			
	1918 1,754	19.1	17,732
	1917 1,769	8.6	15,283
Kaffirs (6 states)			
	1918 5,619	11.8	66,396
	1917 5,153	11.9	61,409

*In thousands (000 omitted).

Winter Wheat and Rye.

Washington, D. C., Dec. 16.—The Crop Reporting Board of the Bureau of Crop Estimates makes the following estimates:

Winter wheat area sown this fall is 49,027,000 acres, which is 15.9% more than the revised estimated area sown in the fall of 1917 (viz 42,301,000 acres). Condition on Dec. 1 was 98.5 against 79.3 and 85.7 on Dec. 1, 1917 and 1916, respectively, and a ten-year average of 88.2.

Rye area sown this fall is 6,820,000 acres, which is 1.7% more than the revised estimated area sown in the fall of 1917 (viz 6,708,000 acres). Condition on Dec. 1 was 89.0 against 84.1 and 88.8 on Dec. 1, 1917 and 1916, respectively, and a ten-year average of 91.4.

Details by States follow:

WINTER WHEAT.

(—Area sown.—) Condition Dec. 1.

State.	Autumn, 1918, preliminary.	Autumn, 1917, revised.	Autumn, 1918, compared with 1917.	Pct. 1918.	Pct. 1917.	Ten-year average.
Acres.	Acres.*	Pct.	Pct.	Pct.	Pct.	Pct.
N. Y.	477	450	106	97	84	93
N. J.	112	106	106	96	83	91
Pa.	1,652	1,530	108	98	85	90
Del.	155	146	106	96	82	89
Md.	816	770	106	96	83	89
Va.	1,326	1,313	101	94	84	90
W. Va.	373	355	105	99	85	89
N. C.	1,025	1,035	99	91	91	91
S. C.	208	210	99	92	90	91
Ga.	408	400	102	93	92	92
Ohio	2,374	2,350	101	104	83	87
Ind.	2,891	2,370	122	101	86	87
Ill.	3,252	2,602	125	100	85	88
Mich.	997	941	106	99	81	88
Wis.	103	112	92	93	92	93
Minn.	74	85	87	94	93	93
Iowa	750	375	200	99	83	93
Mo.	4,243	3,120	136	103	82	89
S. D.	108	135	80	82	76	88
Neb.	3,511	3,135	112	96	83	90
Kans.	11,184	9,897	113	98	71	86
Ky.	1,057	952	111	98	88	88
Tenn.	811	765	106	94	88	89
Ala.	173	144	120	91	90	91
Miss.	42	36	117	91	90	90
Tex.	2,109	1,622	130	100	57	83
Okla.	3,590	3,264	110	100	68	84
Ark.	356	260	137	99	81	88
Mont.	705	775	91	93	89	94
Wyo.	84	87	96	97	92	94
Colo.	626	585	107	96	86	91
N. Mex.	182	140	130	95	80	89
Ariz.	42	44	95	96	87	96
Utah	172	165	104	97	79	92
Nev.	5	5	101	92	90	92
Idaho	331	315	105	97	85	94
Wash.	992	422	235	95	73	90
Ore.	812	650	125	100	90	93
Calif.	899	633	142	100	90	91
U. S.	49,027	42,301	115.9	98.5	79.3	88.2

RYE.

State.	Autumn, 1918, preliminary.	Autumn, 1917, revised.	Autumn, 1918, compared with 1917.	Pct. 1918.	Pct. 1917.	Ten-year average.
Acres.	Acres.*	Pct.	Pct.	Pct.	Pct.	Pct.
N. Y.	136	140	97	96	88	94
N. J.	79	75	105	96	85	92
Penn.	278	265	105	97	88	91
Va.	105	105	100	94	85	91
Ohio	116	120	97	102	86	89
Ind.	427	415	103	100	89	90
Mich.	581	480	121	99	83	90
Wis.	489	475	103	95	92	94
Minn.	457	452	101	92	90	92
Iowa	66	63	104	100	93	95
N. D.	2,068	2,200	94	75	79	88
S. D.	576	600	96	82	81	90
Nebr.	412	400	103	98	89	92
All other						
	1,030	918	112	97	88	92
U. S.	6,820	6,708	101.7	89.0	84.1	91.4

*In thousands (000 omitted).

FIXED PRICES on wheat extends only to Aug. 31, 1919, in western Canada, and for Ontario wheat, to June 30, 1919.—B.

WISCONSIN.

Milwaukee, Wis., Dec. 7.—During the 9 months from Mar. 1, 1918, to Dec. 1, 1918, grain loaded on vessels at this port was as follows: wheat, 6,072,041 bus.; corn, 415,600 bus.; oats, 10,338,380 bus.; and barley, 254,742 bus.—H. A. Plumb, sec'y Chamber of Commerce.

Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

ILLINOIS.

Varna, Ill., Dec. 16.—I have shipped 25,000 bus. of new corn.—J. C. Maddin Varna, Ill.

IOWA.

Buchanan, Ia., Dec. 20.—Not much movement of corn. Farmers are waiting for higher prices. Crop is good, but feeders are buying quite a bit at a price above what we can pay.—R. B. Ostrander, mgr., Home Lumber Co.

KANSAS.

Niles, Kan., Dec. 14.—No grain moving now. Shipping in corn from Iowa.—Murphy Elvtr. Co.

Rolla, Kan., Dec. 12.—Grain is moving in good shape now with a very small percent of damage.—F. McEwen, Hugoton Elvtr. & Warehouse Co.

Bentley, Kan., Dec. 14.—Old wheat all shipped out. Most of our corn will be used for local demand. Will probably ship about 10,000 bus.—J. A. Armour.

Topeka, Kan., Dec. 19.—Less than 10% of the 100,000,000-bu. wheat crop of 1918 remained on the farms and in country elevators. Dec. 1, if reports of grain dealers and millers tabulated by us are correct. We make the prediction that by Mar. 1 over half the milling capacity of Kansas will be forced to close their plants for lack of supplies unless spring wheat is obtained from the northwestern states.—E. J. Smiley, sec'y Kansas Grain Dealers Ass'n.

LOUISIANA.

New Orleans, La.—Exports of grain thru this port during November were: Wheat, 1,142,807 bus.; and oats, 198,000 bus.; compared with wheat, 48,198 bus.; corn, 82,835 bus.; oats, 582,688 bus.; and barley, 981,555 bus. during November, 1917.—Geo. S. Colby, chief grain inspector and weighmaster, Board of Trade.

MINNESOTA.

Duluth, Minn.—Receipts of grain at this market during November were: Wheat, 15,598,768 bus.; corn, 5,930 bus.; oats, 560,551 bus.; rye, 3,374,681 bus.; and barley, 1,999,313 bus., compared with wheat, 4,489,973 bus.; oats, 108,556 bus.; rye, 261,014 bus.; and barley, 727,061 bus. Shipments were 24,854,840 bus.; oats, 734,625 bus.; rye, 3,548,128 bus.; and barley, 1,359,718 bus., compared with wheat, 4,270,691 bus.; oats, 182,530 bus.; rye, 1,094,260 bus.; and barley, 1,607,639 bus. during November, 1917.

Minneapolis, Minn.—Receipts of grain at this market during November were: wheat, 9,420,180 bus.; corn, 325,460 bus.; oats, 3,590,970 bus.; barley, 3,386,310 bus.; and rye, 1,300,510 bus., compared with wheat, 12,376,920 bus.; corn, 472,340 bus.; oats, 4,306,860 bus.; barley, 3,141,030 bus.; and rye, 1,508,030 bus., during November, 1917. Shipments were: wheat, 2,364,510 bus.; corn, 314,600 bus.; oats, 4,623,770 bus.; barley, 2,263,930 bus.; and rye, 424,170 bus., compared with wheat, 3,381,070 bus.; corn, 113,000 bus.; oats, 3,893,620 bus.; barley, 3,413,730 bus.; and rye, 535,870 bus., during November, 1917.

NEW YORK.

New York, N. Y.—Receipts of grain at this market during November were: wheat, 5,056,800 bus.; corn, 333,200 bus.; oats, 2,238,000 bus.; rye, 412,500 bus.; and barley, 103,625 bus. Shipments during the month were: wheat, 3,480,474 bus.; corn, 220,909 bus.; oats, 2,214,484 bus.; rye, 173,404 bus.; and barley, 204,531 bus.

Exports of Grain Weekly.

	Wheat		Corn		Oats	
	1916-7.	1915-6.	1916-7.	1915-6.	1916-7.	1915-6.
Tot. July 1-June 29.	118,054,000	283,401,000	33,226,000	54,074,000	132,498,000	120,160,000
	1918-9.	1917-8.	1918-9.	1917-8.	1918-9.	1917-8.
Sept. 28.	5,088,000	2,340,000	289,000	172,000	2,914,000	2,682,000
Oct. 5.	5,532,000	2,379,000	153,000	542,000	2,704,000	4,801,000
Oct. 12.	4,078,000	4,293,000	52,000	247,000	2,439,000	6,398,000
Oct. 19.	4,200,000	2,429,000	38,000	87,000	4,478,000	3,500,000
Oct. 26.	4,143,000	2,533,000	31,000	27,000	5,086,000	2,497,000
Nov. 2.	2,513,000	1,572,000	30,000	270,000	2,394,000	2,476,000
Nov. 9.			No report.			
Nov. 16.			No report.			
Nov. 23.	4,005,000	3,359,000	140,000	59,000	3,661,000	2,092,000
Nov. 30.	7,560,000	2,800,000	114,000	164,000	3,335,000	1,246,000
Dec. 7.	10,900,000	4,294,000	159,000	137,000	3,267,000	1,804,000
Dec. 14.	7,440,000	3,521,000	220,000	31,000	3,288,000	1,589,000
Dec. 21.	7,973,000	4,546,000	11,000	229,000	1,836,000	2,237,000
Totals	86,723,000	81,488,000	6,687,000	10,016,000	59,803,000	70,834,000

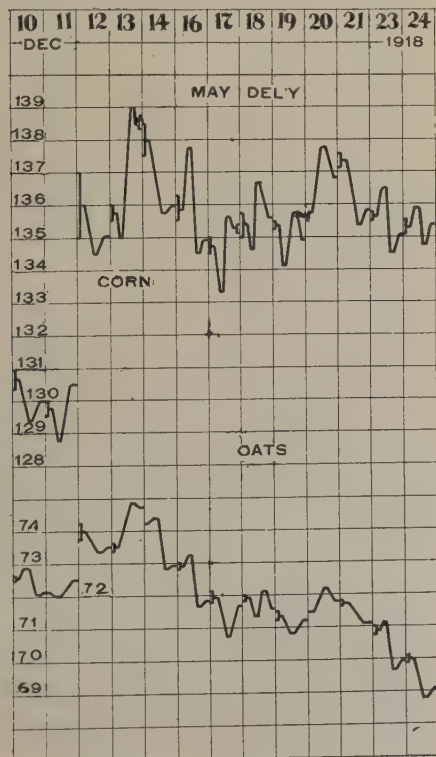
Government Ownership Autocracy?

The people of the United States will decide the government ownership matter. Railway employees' hurrah for higher wages will not bring votes outside their number. We are inclined to think that the more financial operators, labor organizations, pertinacious politicians and men who despair of the republic declare for government ownership, the more secure the situation becomes. The country has been very patient and patriotic under war autocracy. Will it now cast itself into the arms of social autocracy?—*Railway Review*.

A BILL providing for the incorporation under federal charters of business organizations engaged in foreign trade was introduced in the Senate. Heretofore the U. S. virtually has been the only great power having no such law.

Chicago Futures

Opening, high, low and close on corn and oats for the May delivery at Chicago for two weeks past are given on the chart herewith.



Exchanges Vote on Referendum of Council.

The referendum authorized by the Council of Grain Exchanges at its June meeting in Chicago was prepared by the com'te, consisting of C. A. Magnuson, Minneapolis, chairman, W. N. Eckhardt and John R. Mauff, Chicago, and submitted to the member exchanges recently.

Six sections were contained in the referendum. The wording of the sections, with a record of the vote cast upon each by the various exchanges, follows:

Sec. 1.—The Council shall be the organized body to represent any member Exchange in any matter of interest to all member Exchanges, being vested with full authority.

Minneapolis Chamber of Commerce, Yes; Kansas City Board of Trade, No; Chicago Board of Trade, No; Baltimore Chamber of Commerce, No; Duluth Board of Trade, No; Toledo Produce Exchange, No; Cincinnati Grain & Hay Exchange, No.

Sec. 2.—The pres. or acting pres. and sec'y of such member Exchange, or such other executive officer as may be named by the Exchange, shall be the ex-officio delegates to the Council representing Class A Exchanges at all meetings of the Council.

Minneapolis, Yes; Kansas City, No; Chicago, No; Baltimore, No; Duluth, Yes; Toledo, Yes; Cincinnati, No.

Sec. 3.—Class B members shall be represented by the pres. or acting pres. of the Exchange; or such other representative as may be appointed.

Minneapolis, Yes; Kansas City, No; Chicago, No; Baltimore, No; Duluth, Yes; Toledo, Yes; Cincinnati, No.

Sec. 4.—The executive com'te of the Council shall be composed of the pres. of Class A members, with such additions of Class B presidents or other representatives as may be appointed by Class B Exchange members, as may be deemed wise.

Minneapolis, Yes; Kansas City, No; Chicago, No; Baltimore, No; Duluth, Yes; Toledo, Yes; Cincinnati, No.

Sec. 5.—The pres. and vice presidents of the Council shall be elected from the executive com'te.

Minneapolis, Yes; Kansas City, No; Chicago, No; Baltimore, No; Duluth, Yes; Cincinnati, No; Toledo, Yes.

Sec. 6.—That all member Exchanges shall submit to the executive com'te any matter that is of interest to all Exchanges before resorting to independent action.

Minneapolis, Yes; Kansas City, No; Chicago, No; Baltimore, No; Duluth, No; Toledo, No; Cincinnati, No.

Daily Closing Prices.

The daily closing prices of oats and corn for January delivery at the following markets for the past two weeks have been as follows:

JANUARY OATS.												
	Dec. 10.	Dec. 11.	Dec. 12.	Dec. 13.	Dec. 14.	Dec. 16.	Dec. 17.	Dec. 18.	Dec. 19.	Dec. 20.	Dec. 21.	Dec. 23.
Chicago	72 3/4	72 3/4	73 1/2	74 3/4	72 1/2	71 1/2	71 1/2	71 1/2	71 1/2	71 3/4	70 3/4	68 3/4
Minneapolis	69 1/4	69	69 3/4	70 3/4	69 3/4	68 3/4	68	67 3/4	67 3/4	68	67 1/2	65 1/2
St. Louis	72 3/4	72 3/4	73 1/2	74	73	72	71 1/2	71 1/2	71 1/2	71 1/2	70 3/4	68 3/4
Kansas City	70 3/4	71 1/2	72 3/4	75 1/2	72 1/2	71 3/4	70 3/4	70 3/4	70 3/4	71 1/4	71	69 3/4
Milwaukee	72 3/4	72 3/4	73 3/4	74 3/4	72 3/4	71 3/4	71 1/2	71 1/2	71	71 1/4	70 3/4	68 3/4
Winnipeg*	83	83 1/4	84 1/4	84 3/4	83 3/4	82 3/4	81 1/4	81 1/4	80 3/4	81 1/4	80 3/4	77 1/2
JANUARY CORN.												
	Dec. 10.	Dec. 11.	Dec. 12.	Dec. 13.	Dec. 14.	Dec. 16.	Dec. 17.	Dec. 18.	Dec. 19.	Dec. 20.	Dec. 21.	Dec. 23.
Chicago	131 1/2	131 1/2	135 1/2	138 1/2	135 1/2	134 1/2	135 1/2	136 1/2	136 1/2	139 1/2	138 3/4	139 1/2
St. Louis†	134 1/2	135 1/2	138 1/2	141 1/2	138 1/2	137 1/2	138 1/2	139 1/2	142 1/2	142 1/2	142 1/2	142 1/2
Kansas City	136 1/2	137 1/2	141	144 1/2	141 1/2	141	142 1/2	142 1/2	145 1/2	145 1/2	145 1/2	145 1/2
Milwaukee	131 1/2	131 1/2	135 1/2	138 1/2	136	135	135 1/2	136 1/2	136 1/2	139 1/2	138 3/4	139 1/2

*Winnipeg May oats. †St. Louis February corn.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

Canadian 63149 was set out at my elvtr. at Scotland, S. D., Dec. 18 as an empty. Was loaded with wheat and both doors were partly open with no seals.—F. L. Wheeler.

I. C. 21875 passed thru Troy, Tex., southbound, Dec. 15, leaking wheat freely.—Maedgen Grain Co.

61202 C. V., loaded with wheat, was wrecked at Stanwood, Ia., Dec. 14. Wheat was transferred.—J. P. Christianson, agt. King-Wilder Grain Co.

32465 A. C. L., loaded with wheat, was wrecked at Stanwood, Ia., Dec. 14. Wheat was transferred.—J. P. Christianson, agt. King-Wilder Grain Co.

Big Four 45167 was leaking durum at outside sill where the ends of floor boards were rotten, at Enid, Mont., Dec. 13. The agt. for the Occident Elvtr. Co. and myself fixed it as best we could while the train stopped.—C. A. Barnett, agt. International Elvtr. Co.

C. N. J. 34440 passed, eastbound, thru Enid, Mont., Dec. 11, leaking marquis wheat at side of car. Reported it to train crew but did not repair. Was informed that the car was loaded at Richey by the Montana & Dakota Elvtr. Co.—C. A. Barnett, agt. International Elvtr. Co.

C. R. R. N. J. 13200 was picked up on Mo. P. R. R. Dec. 11 between Hudson and Turon, Kan. Leaking at corner at Turon.—Perry S. White, auditor Farmers Cooperative Grain Dealers Ass'n of Kansas.

C. & N. W. No. 9132 was wrecked at Miller, S. D., the night of Dec. 10. Part of the wheat it contained was transferred to an A. T. & S. F. car. Imagine the load will be about 200 bus. short when the car reaches destination.—Paul Rossbach.

N. O. de M. 9167 was seen leaking barley while being switched in yards at Minneapolis, Minn., Dec. 10.—J.

C. & N. W. 69008 passed, eastbound, thru Barber, Mont. Dec. 3 on local freight. Leaking wheat badly at corner. The train pulled right thru and I did not have a chance to stop the leak. Reported same to next station east of us by phone.—W. A. Clark.

L. E. & W. 42461 passed thru Barber, Mont., Dec. 7, leaking wheat very badly at door post, which was broken out at top so that it was 5 or 6 inches beyond side of car. Side door open and do not believe it could have been closed on account of the bulged grain door lumber. This car of wheat originated west of Barber on the Milwaukee.—W. A. Clark.

New Order on Grain Claims

General Order No. 57, recently promulgated by W. G. McAdoo, director general of railroads, prescribes "Rules governing the inspection, selection and cooping or rejection of cars for bulk grain loading, the recording of loss of grain from car by leakage (if any) during transit, and the disposition of claims for loss and damage of grain." Following is the order in full:

Claims on grain shipped in bulk constitute a large proportion of loss and damage claims. Some of the widely varying practices of both shippers and carriers with respect thereto are of doubtful propriety, and in many cases result in undue preference and unjust discrimination.

This condition may be attributed largely to the great number of intricate factors entering into the grain business; the condition of scales and weighing practices, which, in many instances, result in weights of doubtful accuracy. Grain in bulk is sometimes loaded at large terminal elevators where so-called official weights are obtained; in other instances, at country elevators where weights are obtained on small scales in many drafts, and in other instances where scale weights are not used, but loading weights obtained on measurement basis; and at some points where no elevators are located grain is weighed over wagon scales, loaded into cars and the sum of the wagon scale weights used to represent the amount shipped.

Destination weights are arrived at in as many different ways as the loading weights, but, as a general rule, the bulk of the grain shipped is destined to terminal markets where official weights are secured, and the differences between these loading and destination weights constitute the basis of claims, although losses resulting from the taking of samples for inspection purposes and the failure of consignee to unload all the grain and other wastage, over which the railroad has no control, are not taken into consideration or accounted for.

In view of the foregoing, there is no good reason why carriers should assume responsibility for claims, the basis of which is solely the difference between these loading and outturn weights.

In the foregoing paragraph the director-general erroneously assumes that the basis of the shipper's claim is the outturn weight, whereas the basis of the shipper's claim is the loading weight. The shipper has no control over the unloading weight, and is not responsible therefor. The shipper who can prove how much he loaded into the car can always recover for the full amount loaded, irrespective of any destination, track or hopper scales weight.

Having thus begun on false premises the director-general elaborates his defense by usurping the functions of a court in attempting to throw out evidence of carrier's negligence, in the following:

Therefore, claims for loss of bulk grain will be recognized only where there is evidence of negligence on the part of the carriers. Leaks due to improper cooping of cars or placing of grain door boards are not to be considered as evidence of negligence on the part of the carrier, and the following rules shall apply until superseded by others that may be adopted as a result of investigation and study of the subject now being carried on by carriers and shippers in connection with the Interstate Commerce Commission.

At the present time there is lack of uniformity in the disposition of grain claims. One purpose of these rules is to clear up this present situation and dispose of promptly such claims as come within these regulations.

Rule 1—Selection of Cars for Loading.

Suitable cars will be furnished for bulk grain loading. (See definition.)

Definition: A suitable car for bulk grain loading is one that is grain tight and fit or can be made so by the shipper at time and place of loading by ordinary and proper

care in use of coopeage material and by a reasonable amount of cleaning.

Rule 2—Rejection by Shipper.

While carriers are expected to furnish suitable equipment, it is the duty of the shipper to reject a car which is unfit for the loading intended.

By the foregoing the railroad company undertakes to conscript the shipper into its service as a car inspector without pay, on the theory, of course, that if the shipper has inspected a car and declared it fit for loading he becomes responsible for defects that may be hidden. This theory will not hold for the reason that if the shipper acts as car inspector he is doing so as the carrier's agent and as a shipper he can not be held responsible for the acts of carrier's agent.

Shippers should not load bulk grain in a car with door post shattered or broken, or with other defects of such character as to render car obviously unfit, or with inside showing the presence of oil, creosote, fertilizer, manure, coal or other damaging substance of like or kindred character.

Rule 3—Coopeage.

Grain doors, or grain door lumber of proper quality and dimensions, will be furnished by the carrier and installed by the shipper to coope side and end doors and other openings of cars used for bulk grain loading.

Note 1—Carrier's agent at loading station will ascertain the number of temporary sectional grain doors, or the number of feet (board measure) of grain door lumber used to coope the car and the approximate weight thereof, and note same on waybill.

Note 2—Should the carrier's supply of grain door material run short, local agent will promptly notify his superintendent, who will immediately send the required material or authorize local agent to purchase a supply to take care of the emergency.

Note 3—Shippers or consignees must not appropriate carrier's grain doors or grain door material, neither shall they use the same without specific authority from the carrier.

Accessories such as nails, paper, cheese-cloth, burlap or similar material for calking or lining cars, required to prevent loss of grain by leakage, shall be supplied by the carrier and applied by the shipper or at his expense.

When the local station agent fails or refuses to supply the needed material the shipper may get results by calling his attention to the foregoing paragraph.

Rule 4—Consignor, Consignee or Owner Required to Load and Unload Carload Freight.

Except as otherwise provided by tariff, owners are required to load into or on cars grain carried at carload ratings and consignee or owner is required to unload the car, which includes the removal of entire contents, including sweeping the car. Loading includes adequate securing of the load in or on car, also proper distribution of the weight in the car by trimming or leveling.

Rule 5—Shipping Weights.

Where shipper weighs the grain for shipment, he shall furnish the carrier with a statement of the car initials and number, the total scale weight, the type and house number of the scale used, the number of drafts and weight of each draft weighed, the date and time of weighing, and state whether official Board of Trade, Grain Exchange, state or other properly supervised shipping weights; also state number and approximate weight of grain doors used. This information shall be furnished as soon as practicable, forwarding of car not to be delayed for this record.

Rule 6—Destination Weights.

Consignee shall furnish the carrier with a statement of the car initials and number, the total scale weight, the type and house number of the scale used, the number of drafts and weight of each draft weighed, and date and time of weighing, and state whether official Board of Trade, Grain Exchange, state or other properly supervised unloading weight.

Rule 7—Leakage or Damage Record.

If damage to or leakage of grain is detected while in carrier's possession, the necessary repairs must be made to prevent further loss or damage and a complete record made thereof. In case of a disputed claim, the records of both carrier and claimant on said car shall be made available to both parties.

If shipper, consignee, owner or his or their representative should discover leakage of grain from car, he must immediately report the facts to carrier and afford reasonable opportunity for verification.

The result of hammer testing will not be accepted as proof of loss.

Nevertheless, the result of hammer testing will have weight with a jury, and the shipper who has good scales efficiently operated will not need the hammer test to prove how many pounds leaked out.

Rule 8—Claims on Clear and Defective Record Cars.

(a) Clear Record Cars: If, after thorough investigation by the carrier, no defect in equipment or seal record is discovered, such record shall be considered to show that the carrier has delivered all of the grain that was loaded into the car. If evidence is produced by the claimant indicating a defective record, such evidence shall be investigated and given due consideration.

For the foregoing there should be substituted a paragraph reading "Clear Record Scales: If, after thorough investigation by the shipper, no defect in scales or loading record is discovered, such record shall be considered to show that the shipper has loaded all of the grain called for by his statement of shipping weights. If evidence is produced by the carrier indicating defective scales such evidence shall be investigated and given due consideration."

(b) Defective Record Cars: Where investigation discloses defect in equipment, seal or seal record, or a transfer in transit by the carrier of a car of grain upon which there is a difference between the loading and unloading weights, and the shipper furnishes duly attested certificate showing correctness of weights, and the carrier can find no defect in scale or other facilities and no error at points of origin or destination, then the resulting claims will be adjusted subject to a deduction of one-eighth of one per cent of the established loading weight as representing invisible loss and wastage.

The "natural shrinkage" deduction has been knocked out in court wherever tried.

Note—Transfer in transit, as referred to in Section "b" of this rule, is a transfer for which the railroad is responsible, and not a transfer because of a trade rule, Governmental requirement, or because of orders of consignor, consignee, owner or their representative.

(c) Leaks over or through grain doors and other leaks due to improper cooping by shipper shall not be considered defects for which the carrier is responsible.

GREAT BRITAIN has lost more than \$350,000,000 by buying wheat at one price and selling it at a heavy loss in an effort to keep the price of bread down.

WAR brings a modification of individual liberty, and directors of industry have voluntarily abandoned many rights; have substituted a recognition of national duty; have accepted Government dictation and direction, and have co-operated willingly with the one purpose of winning the war. Their proffered service to the Government has been accepted; they have wrought effectively, and when the war is over, the industrialists of the country may be proud of their contribution to victory. But paternalism directs and controls the business man, while it strengthens that militant union labor, which has not in eighteen months of war felt the slightest restraining pressure from any Governmental agency.—*Millers Review*.

William H. Bartlett Passes On.

William H. Bartlett, senior member and vice-pres. of the Bartlett-Frazier Co. died suddenly during the night of Dec. 9 at his ranch home in Vermejo Park, N. M., of heart disease.

Mr. Bartlett, whose portrait is reproduced herewith, was born at Peoria, Ill., April 27, 1850. He was the son of a pioneer merchant of that city and a nephew of Samuel C. Bartlett, who for years was president of Dartmouth College, where Mr. Bartlett was graduated in 1870. His ancestors came to America in the schooner Anne soon after the Mayflower landed. They were all religiously inclined, and during the voyage to the then unexplored continent the senior Bartlett is said to have read the service each Sunday during the voyage. Mr. Bartlett was a lineal descendant of Josiah Bartlett, one of the signers of the Declaration of Independence.

Soon after finishing his college work Mr. Bartlett engaged in the grain business at Peoria with his brother, S. C. Bartlett, organizing the firm of S. C. Bartlett & Co. This was in 1870, just a short time after the close of the Civil War. He was one of the original members of the Peoria Board of Trade, and had served as director and president. In 1888 the two brothers removed to Chicago, leaving their Peoria business in competent hands, and in partnership with Frank P. Frazier organized the Bartlett-Frazier Co. The rise of this firm was rapid, and both the organization and Mr. Bartlett soon became known as one of the most aggressive and successful grain dealers in the country.

Tiring of an active business life in Chicago, he retired on July 1, 1910, and purchased a large tract of land in New Mexico, near the Colorado border. He carried his success into the cattle business, and rapidly developed a ranch of

large size, building a beautiful home for himself, his sisters and his children. Here he made his headquarters, and it was here that he met the end.

The ranch home, which he styled "Casa Grande," is said to be a wonderful spot. It might have been said to have been built for his friends, whom he loved and whom he entertained royally. He made a model settlement out of a wilderness 18 miles from a railroad, building several camps and a number of small lakes which he stocked with fish. Friends who were invited to this ranch home found everything they could desire at hand. It is said that if they wanted anything all they had to do was to push a button. Horses, autos, hunting and fishing equipment was always ready for his friends.

In the grain trade Mr. Bartlett was a bold and successful operator, his specialties being corn and oats. He was a close friend of James A. Patten, now acting pres. of the Chicago Board of Trade, and was associated with him in many large deals.

Mr. Bartlett's wife died in 1904 at the family home in Evanston, near Chicago. He is survived by his daughter, Mrs. W. C. Deering, of Honolulu, and two sons, Norman W. Bartlett of Vermejo Park, N. M., and William H. Bartlett, Jr., of Santa Barbara, Cal.

Side Track Order Modified.

The order, No. 15, of the Federal Railroad Administration, governing the installation of side tracks and the apportionment of cost, has been modified by Supplement No. 1, just issued, as follows:

1. General Order No. 15 is not to be construed as requiring or authorizing a federal manager to enter into a contract on behalf of the Director-General to pay for that part of an industry track on the right-of-way from the switch point to the clearance point where, in the judgment of the federal manager, the amount of traffic to be derived by the United States Railroad Administration from the construction of the industry track is not sufficient to justify such expenditure. In cases where, in the judgment of the federal manager, the circumstances justify the construction of an industry track, but the amount of revenue to be derived therefrom by the United States Railroad Administration does not justify the payment by the Director-General of the cost of that part of the track on the right-of-way from the switch point to the clearance point, an agreement may be made, otherwise in accordance with General Order No. 15, but providing for the payment of the entire cost of the track by the shipper, with a provision for refund up to, but not exceeding, the cost of the part of the track from the switch point to the clearance point, at the rate of two dollars (\$2) per car of carload freight yielding road-haul revenue, delivered on or shipped from the track during federal control.

2. Track material contained in that portion of an industry track on the railroad right-of-way which was installed and paid for by the industry during federal control shall remain the property of the industry, except to the extent that refund of the cost thereof shall have been made by the railroad or the Director-General, but such ownership shall be subject to the right of the railroad to use the track when not to the detriment of the industry.

3. Upon the discontinuance of use of an industry track for the purposes of the industry, the industry shall have the right to have the track material on the right-of-way which was paid for by the industry during federal control, taken up and delivered to the industry, except to the extent that the cost of such track material shall have been refunded to the industry by the railroad or the Director-General. The work of taking up the track shall be done, if the federal manager shall so desire, by the forces of the federal manager, but in any event at the expense of the industry.

Shall War Benefits to Country Elevators Continue?

BY C. A. MCCOTTER.

The war is won. It is well now to consider the advantages and disadvantages that have arisen during our short period of participation. It is not necessary to relate the changed conditions, many of them revolutionary, that were applied to the grain business. Among the important matters impressed on the country grain dealer were the need of saving food from destruction and the difficulty of rebuilding if his elevator burned.

Recognition of responsibility by the grain dealer to conserve food and to avoid the need of material, labor, and money for rebuilding, was one of the most patriotic and valuable helps in winning the war. It resulted, we believe, in the lowest fire loss ratio of years on country grain elevators; which meant the preserving of thousands of bushels of grain to help feed the Allies.

Have we learned any lesson from trying to save as a matter of patriotism? Fire prevention is the result of a habit of mind. The war was of such short duration that its requirements hardly became a habit with us, and we are liable to relapse into old practices of indifference, poor housekeeping, neglected repairs, many preventable fires, and high insurance cost. If, as many predict, changes are to come into all business, then there must be changes in the grain business to harmonize in economy and efficiency. The unnecessary depreciation of property and waste of grain in handling and by fire destruction should be the first step.

All action has a motive. We seem to have had but little motive to save, until the war presented the need of conservation. That need was heeded to the advantage of our Government and to the profit of the grain dealer. Every grain dealer should at once recognize there can be no return to old conditions. The need of conservation, on his part, exists even stronger today than during the war. The world is short of material, of labor, and of credits, but greater than these are starving millions of human beings in Europe dependent on this country for food.

Where before we practiced saving as patriotism to our country in its hour of need, we must henceforth economize for the sake of humanity in the World's time of tribulation if we continue our claim of being a Christian people. This will be as bread cast upon the waters; which shall return after many days. The future years will find us with better constructed and better cared-for elevators. We will have a stronger sense of responsibility as to how our business is conducted. We will prosper through the benefit we are to others. And, not least, through *our better practices* we will make our own lower fire insurance cost.

ITALY produces only about two-thirds of her needs in wheat, the balance being supplied from abroad, chiefly from the United States, which furnished, in 1917, 24,549,217 bus., in 1916, 47,933,099 bus., and in 1915, 59,163,629 bus., out of a total importation respectively of 70,316,649, 67,144,411 and 82,654,015. The United States has replaced Russia, which supplied, before the war, most of the wheat to Italy.



Wm. H. Bartlett, Chicago, Ill., Deceased.

Protest Changes in Transit Rules

The Grain Dealers National Ass'n, by Henry L. Goemann, chairman of its Transportation Com'te, and the Millers National Federation, by E. S. Wagner, chairman of its Com'te on Transportation, on Dec. 19 filed a vigorous protest against the contemplated changes in the present milling in transit rules and transit arrangements.

This protest was filed with C. J. Brister, chairman of the Central Territory Freight Com'te of the U. S. Railroad Administration, at Chicago, and states the position of the trade so fairly that it should serve as a model in protests to be filed with the chairmen of other territories. Grain dealers and millers are urged by their chairmen to study this protest with a view to crystallizing their ideas and presenting a united and convincing front at all the hearings to be held. Following in full is the protest:

Our present understanding is that the proposed changes are being considered under four general heads as follows:

1. **Universal transit:** Outbound shipments from a transit point to be allowed to move via any road regardless of line handling the inbound or raw material to the transit point, but confined to direct routes or so limited as to avoid circuitous routes or unduly out of route transportation.

2. **Joint Rates:** Necessity of establishing additional joint rates or routes to permit operation of "universal transit."

3. **Existing transit:** To be cancelled or restricted where now involving circuitous routes and back hauls, or publication of a proper charge for such additional service.

4. **Transit charge:** To provide a charge for transit service.

As chairman of the Transportation Com'tes of our respective organizations, we have conferred with numbers of men engaged in the grain and milling industries in regard to the rumored proposed changes in transit and milling in transit arrangements and we desire to go on record on behalf of our organization as opposed to any changes in the present arrangements; aside from what we consider an unwelcome disturbance of existing conditions at this time, we submit that a subject as broad in its scope and with as many ramifications as transit, might well be deferred until a definite understanding is reached as to the final outcome of the present debatable question regarding the ultimate ownership or control of the carriers.

The milling interest is the third largest industry in the United States. To in any way disturb the existing transit arrangements will materially affect this business. The industry has been built up to its present state by reason of transit. Under transit, all mills, so to speak, operate on a basis of equality. Without it, markets are disturbed, values affected and with a restricted outlet for grain, the producers of such grain will be vitally affected from a value standpoint thru limitation of markets. The subject warrants the most thorough and careful study to determine the results of any change at all and to our minds, it is one which should receive your thoughtful consideration and investigation. The dealers and millers of grain are vitally interested in this subject as well as the farmers and producers. It is our contention that nothing should be done which will in any way affect the free and steady movement of grain as it now exists.

It must be well known to you that many grain dealers and millers have established plants and developed their business at their present points of location at the direct solicitation of the railroads who offered transit privileges as an inducement for the establishment of these enterprises, and anything limiting these privileges and reducing the volume of business at these points will be very detrimental to the enterprise and the results would be reflected in the added cost to the consumer. This is

aside from the moral obligation assumed by the carriers when these enterprises were established at their present locations, based upon the transit tariffs which have been and are in effect at the present time.

"Circuitous Routing."—To our minds, to determine what can be properly considered as "circuitous routing" is a subject which is beyond the comprehension of anyone, and if you can enlighten us as to this, it will be a source of great satisfaction and it will enable us to answer more intelligently numerous inquiries we are receiving from the grain and milling interests.

Take for instance, a limited zone in Michigan and Ohio; grain dealers and millers who have been accustomed to drawing their supplies from points in Michigan, might be very seriously affected by the Railroad Administration's interpretation of "circuitous routes."

To illustrate, you will appreciate that the Pere Marquette, Michigan Central, New York Central and the Grand Trunk Railroads have their own direct rails from all Michigan points via Detroit and other Michigan gateways to Buffalo. At present, tariffs are in effect covering routing from Michigan territory via Toledo and other gateways in connection with Pennsylvania Railroad (Western line), Baltimore & Ohio and other lines which enable the mills at Toledo, Fostoria, Mansfield, Cleveland and other milling points in Central Freight Association territory, to draw their supplies of wheat, rye and other grains from Michigan and forward to destination at the same rate of freight that is in effect via direct movement to Buffalo. If it is contended that when the movement, for instance, is via Toledo gateway, it shall be considered "circuitous route" and a charge be made for such service, it will at once prevent the millers and grain dealers at that point from competing with those more favorably located at Detroit and other Michigan points; and as to the extent of the charge made, it will handicap the dealers and mills at the milling or transit point in this territory and prevent their being able to sell in competition.

Would Prevent Desirable Interchanges.—Under existing tariffs, grain moving through Ohio and Indiana can move via any of the roads running from the West to the East and is not compelled to move forward via first junction of the Northern and Eastern road; if, under the proposed new regulations, the present routes in effect are curtailed (for illustration, if it must move forward via the first junction of the Eastern road) it would create a zoning system and prevent the desirable interchanges and movements now in effect.

In submitting the above you will appreciate that we have not endeavored to support by argument our contention that the present transit and milling in transit arrangements should not be disturbed, but have tried only to indicate in a general way the disastrous effects in specific cases which will readily occur to officials of the Railroad Administration upon having them called to their attention.

Cuts are expected to be made in rates for grain between America and England. According to Lloyds list, the rate for grain from Argentina to the United Kingdom has been fixed at 62s 6d per ton, while cargoes from India and the Persian Gulf to the United Kingdom are quoted at 75s per ton. The prohibition as to sailing vessels trading with Europe has been withdrawn.

A NEW EXPLOSIVE engine fuel is said to have been perfected by Maj. O. B. Zimmerman and Capt. E. C. Weingerber of the research division of the war department at Washington. The fuel is said to be a complete substitute for gasoline fuel. It is odorless, tasteless and non-corrosive. It leaves less residue than gasoline, has greater force in explosion and can be made cheaply from kerosene, it is said.

For 1919 I Resolve—

New Year resolutions are as old as history, and if we could but know of it no doubt we would find that even in the ages of which we have no record men made some effort to keep account of the passage of time and thus found opportunity to assert at the end of each of certain periods that in the next period they would do things in a different manner.

On Dec. 31 of each year everybody makes some kind of resolutions. Some things that we have done occasionally or constantly during the year that is dying we will do no more; other things that we have not done are going to be made to happen. We are quite positive about these things, we know that we are determined to do just thus and so and there shall be no swerving from our purpose.

Then comes New Year's Day. In practically every civilized community that day is observed by most folk as a holiday. That gives little opportunity for the breaking of our resolutions and for the day they are permitted to remain intact. But the next day is one of work, of going about our respective tasks. Usually it is accompanied by a feeling of stiffness because of too much food. We always find a lot of work piled up over the holiday, and we are not our usual selves. Pretty soon a slip occurs and one of our resolutions suffers. Then we feel that all of it is useless, and throw the remaining resolutions overboard.

That, in brief, is the story of the average New Year's Resolution. For 1919 we are not going to follow the usual practice because 1919 is to be a year so much better than all of those that have passed, a year of great events for the world, a year freighted with opportunity for the individuals living in the world, and especially for citizens of North America.

On Dec. 31, 1918, we will make New Year's Resolutions. Having learned in the twelve months that are ending so much about our duties and privileges we will make resolutions of a different sort this year, and those resolutions will hold firm thruout all of the months, and even years, to come.

Not less than other people, the grain dealer needs to do things differently in the coming days. He has rendered faithful and valuable service to the world in the past, but there are opportunities for making the quality of that service more nearly perfect and these opportunities he will lay hold upon and turn to good account.

One grain dealer's set of New Year's Resolutions for himself and his business reads something like this:

I have given close attention to my own little business, and have been fairly successful, but I believe I could be more successful and could serve my patrons better if I were broad minded and knew a little more about business conditions in other localities.

I will attend business conventions, especially those of the grain dealers ass'ns, whenever an opportunity offers.

I will peruse trade journals and other business publications more regularly and more carefully, so as to keep posted on things that go on outside of my own office.

Whenever I find that I am running in a rut I will change my course immediately, not persisting in doing as I have done solely because I have grown accustomed to those ways and without regard to their efficiency.

I will keep my plant in better condition this year. It has done pretty well as it is, but I have formed the habit of putting off necessary repair work and because of this the house has not rendered the best service of which it should be capable. That

is not fair to the plant, to myself or to my customers.

I will take an active part in every movement to better the grain trade as a whole, for by so doing I can help my own business, the business of my farmer customers, and the business of my competitor.

I will pay no more for grain than it is worth in the light of its true grade and the state of the market. If my competitor is foolish enuf to boost his price above this basis he can have the grain, and with it the worry and the losses.

I will conduct my business on sound business principles. My books must show me exactly how the business stands every day and I will permit no variation from this rule, either on the part of myself or of my employees.

My customers will receive fair treatment at every turn. I will not attempt to buy their friendship, for friendship obtained that way is mighty poor stuff, but I will win their hearty support by giving them absolute proof that I am rendering them real service.

My employees will receive the same fair treatment. Much of my business success I owe to them. We will get along famously during the year soon to open, and during every year that follows it. And we will make things hum.

My competitor is a human being. Any vestige of belief to the contrary that may have existed in my mind last January has been swept away by the events of the year. I will treat him like a human being. It may surprise him a little at first, but I am sure he will meet me half way when he sees I am in earnest.

P. S. If that fellow in the first town south of here don't stay away from grain on this side of the halfway line this year I'll bust his head the first time I have a chance!

WARTIME regulations requiring that confirmations of cablegrams shall be in plain language instead of code were revoked Dec. 21 by the government censorship board.

Overwhelming River of Flax.

A close scrutiny of the photograph reproduced herewith reveals that one of the two railroad tracks in the foreground and its wooden platform has been elevated about 10 feet and tipped up at an angle near the working house. Observe man standing beside push car.

When the defective concrete bin burst it would seem that the grain dropping down and out thru the opening would flow upon and over the platform and track and cover it up instead of remaining under and raising the rails. To produce the results shown in this accident, which occurred several years ago at the Peavey Elevator at Duluth, Minn., a combination of three unusual circumstances conspired.

The grain that flowed out of the wrecked tank was flaxseed, which is almost as lubricious as water. Falling from so great a height the slippery seed dashed in a great wave from the base of the tank across the intervening space to the track. Had there been no intervening space the seed would have piled on top of the track, but the breadth of the space enabled the falling flaxseed to translate its downward momentum, due to gravity, into a horizontal sweep, just as an ocean wave. This heavy wave of seed inserted its thin wedge first under the track which happened to be elevated on piles, and, its sidewise movement being resisted, spent its force in a final upward impact that raised the rails and planking.

On account of the fluidity of flaxseed it exerts a lateral pressure 10 per cent greater and a vertical pressure 12 per cent greater than wheat. At a depth of

60 feet the bottom pressure of flaxseed is about $4\frac{1}{2}$ pounds per square inch, but when in motion this force is vastly augmented by the kinetic effect, as the weight behind the moving mass acts as a battering ram. The weight of the rails and planking forced upward probably did not exceed 6,000 lbs., and the rising flaxseed had a surface of perhaps 10x60 feet upon which to exert its upward push, or 86,400 square inches, so that if the initial force of $4\frac{1}{2}$ pounds had been reduced to one-tenth by travel across the intervening space it would still have 40,000 lbs. pressure to raise the 6,000 lbs., leaving a big margin to wrench loose the spikes.

The inability of the average silo builder to understand the lateral pressure of grain and seed is what causes so many of their storage bins to fail. They ignore the existence of forces which must be resisted if safe storage is to be provided.

A FIELD of corn near Varna, Ill., produced from 140 acres 8,672 bus. of ear corn figured at 75 lbs. per bu., the average yield being slightly less than 62 bus. per acre. The same corn shelled out 9,330 bus., or over 66 bus. per acre. The farmer received over \$11,000 for the corn, this being at the rate of about \$80 per acre.

THE CANADIAN government is shipping 75,000 bushels of specially cleaned wheat from its interior elytr. at Moose Jaw, Sask., to France this month and other consignments will follow this winter. The seed will be used in the devastated agricultural areas. Sixty men prepare the wheat for shipment. Seventy-five carloads were shipped before Dec. 15.



The Builder Ignored the Lateral Pressure of Seed.

Arbitration Strengthens the Merchant

Arbitration must not be confused with conciliation or mediation, with compromise or adjustment by mutual concessions. It is a method for the determination of rights and the enforcement of remedies whereby the aggrieved party may obtain all that he is entitled to from his opponent, without instituting an action in the courts of law.

The merchant who has carefully conducted his business in accord with the principles of fair dealing and law, need not fear that by agreeing to arbitrate he will lose the fruits of careful methods by a compromise that will let out the careless other party to the transaction. Members of trade ass'ns who refuse to arbitrate as provided by the rules of the ass'n on the ground that they would win at law, have a wrong conception of arbitration or lack confidence in the arbitration com'ite, as no com'ite has a moral right to resort to compromise when the principles of law can be found and applied.

ARBITRATION HAS A HISTORY going back to the times of the Saxons in England. In 1697 a statute was enacted to promote arbitration, and enlarged in 1837 and 1854. During the American civil war the Liverpool Cotton Trade Ass'n had an agreement to arbitrate inserted in all contracts. The advantages were so manifest that the Liverpool Corn Trade Ass'n followed, and then the oil seed trade and the corn trade of London. Now all arbitrations, unless otherwise provided, are conducted under a law enacted in 1889 simplifying the procedure in the light of long and varied experience, so that now there is not a trade or profession in England that does not provide some means for the arbitration of disputes.

In every trade there has been developed a body of experts available as arbitrators, men who have mastered the mysteries and intricacies of their respective trades. They may be active or retired business men. There are in the main two types of arbitration tribunals. One is composed of arbitrators chosen by or for the parties for the purpose solely of a particular dispute. The other consists of arbitrators appointed to serve for certain ass'ns for a fixed period of months or years.

At common law an agreement to arbitrate, or a submission as it is called, was no different in legal effect than any other agreement. A party to it could at any time revoke the arbitrator's authority, in which case the arbitration was abortive; or a party could, in spite of his agreement to arbitrate, begin a lawsuit upon the same subject-matter and so render the submission useless. In either case the only remedy for the party aggrieved was an action for damages caused by the breach of agreement. The courts would not enforce the agreement itself, because of a theory that it was in derogation of the powers of the courts and therefore unholy. In the early days judges, as well as other court officers, were paid by fees on the volume of business that came to them and being only human they looked with disfavor upon any limitations on their powers.

ADVANTAGE OVER LAW COURTS.—A great advantage of arbitration over the law courts is in the matter

of procedure, says the *Journal* of the American Judicature Society. "The procedure is flexible and can be adapted to the convenience of the parties and the character of the dispute heard. The meetings can be set for a fixed time and place, suitable to all parties, so that they do not have to sit in a court room watching a trial list drag on while their time and patience are exhausted; and the hearings can be held as soon as the parties are ready to go on, instead of after they have waited for weeks or months while a court disposes of an over-crowded docket. When the hearing begins, if it is to be lengthy, it can be arranged that the case is heard piecemeal—all the plaintiff's witnesses one day and all the defendant's another, or all the out-of-town witnesses as soon as they arrive, or any other satisfactory arrangement, which no court would permit."

Next, is presenting evidence, the rules of evidence (which are a tribute to the contempt of the law for the intelligence of juries) present no obstacle, but the arbitrator is entirely free to use his judgment as to what is credible and what is not; parties are free to waive any technical rule which they do not consider it necessary to enforce, and are more willing to do so when they are gathered in an arbitration room than when they face each other across a court.

"The evidence, too, is apt to be fresher, as the hearing can take place while all the persons to be heard remember all the matters vividly, or while the goods or property are still in the condition complained of. This is especially important in seasonable trades, where there is a rush of business at certain months in the year and a lull at others; the disputes arising out of one season's business can be cleared off and settled before the minds of the parties are distracted by the next season's effort. Again, there is no opportunity for the many technical interlocutory applications and appeals which courts allow; parties feel they must present their whole case and get the dispute settled, as the award is final."

IN THE UNITED STATES arbitration is by no means so generally practiced as it should be, being largely confined to members of trade organizations, many such members not having contemplated arbitration at the time of joining. The leading grain exchanges have arbitration com'ites, and the work of the arbitration com'ite of the Grain Dealers National Ass'n has grown so heavy that a third com'ite has been named to divide the burden.

ILLINOIS LAW.—The weak spot in arbitration has been questions of law, when recourse would need to be had to a court if the questions of law were to be expertly disposed of. This has been more than remedied by the enactment of a law in Illinois, effective July 1, 1917, and is believed to be the best act of its kind in any state or country. In no other jurisdiction is there provision for the immediate determination of points of law by a court. This legislation was procured by the Chicago Ass'n of Credit Men and the work has been taken over by the Central Com'ite to Promote Commercial Arbitration, of

which Chief Justice Olson is chairman and Abram E. Adelman, sec'y. One of this com'ite of nine is John R. Mauff, sec'y of the Chicago Board of Trade. The Central Com'ite operates by sending to trade ass'ns an explanation of the advantages of arbitration and requesting them to adopt resolutions creating arbitration com'ites.

The new feature in the Illinois law is the one which permits of getting a decision on points of law before the award is made. In other states the arbitrator must decide both on law and facts, and then, if he has erred, the court corrects his error later. The Illinois plan is believed to be a step in advance.

The parties to an arbitration sign an agreement to arbitrate their dispute, after it has begun, or in advance, in accordance with the formal rules adopted by their trade association, or with the rules adopted by the Ass'n of Credit Men.

The parties then agree upon one arbitrator (or if preferred, upon three) making their selection from a public list of experts in their particular trade, or selecting anybody else, if they wish. The procedure is then in accordance with the formal rules and under the direction of the arbitrator. The proofs are presented and the arbitrator makes his finding of facts, which, upon being filed with a court, constitute a valid judgment, enforceable by the court officers like any judgment.

If there is disagreement as to the law involved, the arbitrator will refer the disputed point to the court (in Chicago, the Municipal Court) for immediate determination, and will be guided by the decision rendered.

Under the arbitration law the same opportunity exists for the correction of any error on the part of arbitrator or court by appeal to the Appellate or Supreme Court as in ordinary litigation today.

The parties may, in their submission of a controversy, agree upon the amount to be paid the arbitrator. In the absence of agreement the law allows the arbitrator \$3.00 a day, which is to be paid by the party in whose favor the award is made, and subsequently collected with other costs, if any are awarded, from the losing party. Any services rendered by court officials are to be paid for the same as in ordinary suits. This means that adjudication is to be had at cost. There is no incentive to delay and pile up fees and expenses. Witnesses will be heard at convenient times and expeditiously.

The Illinois law is one that should be copied in other states.

A SHORTAGE of shipping still prevents a free exportation from the United States to Great Britain.

THE FIRST thing is, now that we are no longer under the spell of pressing and deadly peril, the vogue of panicstricken fools is over. It has been one of the worst tyrannies that war has brought on us; and the reaction from it will put the fools in their places pretty roughly.—George Bernard Shaw.

COMBINATION of state and federal crop reports was considered during a meeting at Lansing, Mich., which lasted several days, between representatives of the state and federal field agents of the U. S. Dept. of Agriculture. Much duplication of effort could be avoided, and the statistics could be placed on a more substantial basis.

Seeds

A MAGNIFICENT SEED exhibit is being made at the annual Ontario Provincial Winter Fair at Guelph, Ont.

IT IS PROPOSED to have a meeting of the seedsmen about Jan. 14 or 15 to discuss future policy regarding exports.—C. A. King & Co.

SHIPPING SPACE for imports from Russia now will be allowed by the War Trade Board for flaxseed, grass seed, clover seed, millet seed and lucerne.

DULUTH, MINN.—Receipts of flaxseed during November were 1,385,479 bus., compared with 838,407 bus. during November, 1917. Shipments were 1,200,509 bus., compared with 375,593 bus. during November, 1917.

MINNEAPOLIS, MINN.—Receipts of flaxseed during November were 857,220 bus. compared with 1,112,240 bus. during November, 1917. Shipments were 272,240 bus., compared with 424,420 bus. during November, 1917.

THE WAR TRADE BOARD announces that the restrictions upon the importation of canary seed has been removed and that applications for licenses to import this commodity will now be considered.—Vance C. McCormick, Chairman.

NEW YORK, N. Y.—Receipts of flaxseed during November were 25,600 bus., with no shipments. A total of 978 bags of clover seed, timothy seed and alfalfa seed was received, and shipments of clover seed were 1,492 bags, and of timothy seed, 1,069 bags.

SEED OATS required in Alberta and Southern Saskatchewan may be purchased in the United States by permission of an order in council remitting the customs duties. It is estimated the seed purchasing commission will buy at least 1,000,000 bus. to make up the shortage.

GUELPH, ONT.—At the annual meeting of the Canadian Seed Growers Ass'n here Dec. 10 Sec'y Newman stated that a single order had been received for 25 carloads of registered Banner oats. A. S. Maynard of Waltham was chosen pres. and W. J. Lennox of Toronto, sec'y-treas.

THE WAR TRADE BOARD will consider applications for shipments of clover seed to Great Britain from firms whose consignees have already obtained permits from the British government. An announcement on seed exports permission is expected after the present investigation is completed, early in January.

MASON CITY, ILL., Dec. 19.—We anticipate a fairly normal sales season for seed corn in central and northern part of corn belt. In southern and northern part of corn belt the demand seems to be strong, due to poor corn crop in that part. Retail dealers are beginning to ask quotations on quantities. Sales outlook is good and stock the best we ever had in years.—G. D. Sutton Co.

TESTS OF ALFALFA SEED that have been in progress at the Iowa Agricultural Exp. Station since 1910 show that imported seed gives very poor yields in comparison with American seed from any source. Oklahoma and Utah seed has been almost entirely winter-killed. Imported alfalfa seed has shown less winterkilling than commercial seed from any part of the United States.

QUEBEC, QUE.—The seed trade for next spring will be curtailed considerably on account of the high prices. The retail dealers have not yet begun to show any interest in placing orders and we expect that the booking ahead will be very small. About 15 to 20 per cent of the normal consumption of seed has been carried over due to the wet weather we had last spring.—J. B. Renaud & Cie.

OWOSSO, MICH.—The Young-Randolph Seed Co. has moved into its new home, built of steel and concrete, comprising the seed warehouse and elevator, with railroad facilities on the Michigan Central, Ann Arbor and Grand Trunk. The company has three other warehouses at Owosso and specializes in seeds, grain and feeds. The members of the firm are G. S. Young, G. W. Young and Fred Randolph.

NEWBERN, TENN.—We failed to save any clover seed here to amount to anything and will have two lots of these seed shipped in, also alsike, timothy and red top seed. On account of the high prices the dealers are not stocking up on these seed and make orders as their customer wants them. There is more of these seed sold in January and February than in the fall but we have got to buy these seed yet. We have a large trade on Japan clover in this territory and this seed crop is cut 50% or more. This seed is not as clean as it should be for the market, altho the seeds are of good quality, especially the pan-saved seed.—N. S. Cole.

TOLEDO, O.—It is beginning to look like timothy seed export business is being worked. That's what we need to give an outlet for our stocks. Our opinion, a lot of export business would develop very soon if the licensing could be speeded. Licenses are still required, but the fact that clover export embargo is now off would indicate all help possible will be given to speed seeds of all kinds across the water in time for the spring sowing. Holders figure that Europe is not the only source of consumption, but look for a big business in this country. Urgent inquiries have come from Iowa territory, which is a strong indication that Iowa is short of seed. Will other western states follow suit?—J. F. Zahm & Co.

BRANDON, MAN.—The A. E. McKenzie Company Seed House is building a fire-proof elevtr. extension. The improvement is 60 ft. square and is being built on top of an existing six-story warehouse. There are 36 bins which have a capacity of 40,000 bus. The entire structure is of reinforced concrete and steel. The roof over the bins is structural steel with corrugated iron covering. The leg towers, which extend 100 ft. above the sixth floor, are of structural steel. Special consideration has been given to the matter of handling seed in bins and spouts. Mechanical agitators were specially designed to insure the flow of seed. Eight cleaning machines, with dust collectors for each machine, have been installed of a type peculiar to this class of the grain trade. A complete dust collecting system, with sweepers on every floor and a bag cleaner for cleaning empty sacks are part of the up to date equipment. Unloading from cars is done with an automatic shovel and shipment may be either by bags or in bulk thru a car spout. A spiral gravity carrier will be used. The plant will be ready for operation some time in January. The Fegles-Bellows Engineering Co. Ltd. were the contractors.

FLAXSEED grown in different parts of the world produces oils of different quality. Experiments with seed from widely separated localities are reported in U. S. Dept. of Agr. Bull. 655 giving the color, specific gravity, index of refraction, acid, saponification and iodine values of the oil is extracted by the cold process. The yields of oil were found to vary. Oils combining high acidity with high specific gravity and a relatively high iodine number dry to a firm film most rapidly. The lightest colored oils invariably possess the most rapid drying properties.

TOLEDO, O.—It is doubtful if the United States has any clover surplus. If the government thinks Europe needs seed much worse than we do, they may permit some exports after January first. We have plenty of timothy for export. Some has recently been sold abroad. If permits can be secured, we may export freely. It would be a relief to see stocks reduced to normal. It would make the market healthy. Clover seed crop is small. Ohio has only 139,000 bus. against 235,000 year ago. Crop is much smaller than expected. Most reports from Indiana, Michigan and Wisconsin, the other large producers, are bullish. Present price discounts considerable.—C. A. King & Co.

Fine Print on Wire Blank Invalid.

The Western Union Telegraph Co. was denied a rehearing Nov. 14 by the Court of Civil Appeals of Texas giving \$242 damages to the Chihuahua Exchange for transmitting a price quotation as "Two five" when filed as "two seventy-five."

The message was sent from El Paso, Tex., by a dealer in Carranza currency to a customer at Mesilla Park, N. M., who ordered the purchase of \$40,420 worth on receipt of the erroneous message. When billed at \$2.65 gold on the hundred the customer complained and the dealer remitted \$242, and did not learn until later that the telegraf company had made an error. The dealer brot suit and was given judgment in full.

The court held that one who telegraphs quotation of price to another, with whom he had previously corresponded by mail, makes the telegraf company his agent, and so must settle with the sendee on the price erroneously transmitted, accepted by the sendee, and can recover the loss of the company.

The court also held that the decision of the Supreme Court of Texas declaring invalid the limitation of liability in the fine print on the back of the telegraf blank must be followed.—206 S. W. Rep. 364.

The foregoing decision should be interesting reading for the solicitor of the Post Office Department, now running the telegrafs, who has just stated that the liability of the government operated telegraf is no more than the liability of the post office for failure to deliver a letter.

POSITIVE instructions have been issued by the Food Administration to the Grain Corporation not to buy any more corn meal or corn flour, according to information given to the American Corn Millers Ass'n.

WOOL held by the War Department will be offered for sale by auction in quantities small enough not to unduly affect the market. Opinion seems to be growing in favor of the government disposing of its wheat holdings at public sale.

A Railroad Bill You Can Endorse.

Every shipper recognizes the necessity of protecting his business against quick and unexpected advances in rates. Shippers should have at least 30 days notice of a proposed advance in freight rates. Since the government took control of the railroads, the officials have jumped to the conclusion that they were autocrats of the situation and have advanced rates as suited their own sweet will, without consulting or advising anybody.

Senator Cummins has introduced a bill to stop this hasty action without notice. Shippers who want their business protected from unexpected and unreasonable increases in freight rates, owe it to their business to protest vigorously against advances without notice and to support the Cummins bill, S 5020, which follows:

S. 5020.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled.

SECTION 1. That section 10 of an Act, entitled "An Act to provide for the operation of transportation systems while under Federal Control, for the just compensation of their owners, and for other purposes," approved March 21, 1918, is hereby amended so as to read as follows:

"SEC. 10. That carriers, while under Federal control, shall be subject to all laws and liabilities as common carriers, whether arising under the State or Federal laws, or at common law, except in so far as may be inconsistent with the provisions of this Act, or any other Act applicable to such Federal control, or with any order of the President: Provided, however, That no such order shall affect rates, fares, charges, or classifications except as hereinafter set forth. Actions at law or suits in equity may be brought by and against such carriers and judgments rendered as now provided by law; and in any action at law or suit in equity against the carrier, no defense shall be made thereto upon the ground that the carrier is an instrumentality or agency of the Federal Government. Nor shall any such carrier be entitled to have transferred to a Federal court any action heretofore or hereafter instituted by or against it which action was not so transferable prior to the Federal control of such carrier; and any action which has heretofore been so transferred because of such Federal control, or of any Act of Congress, or official order or proclamation relating thereto, shall, upon motion of either party, be transferred to the court in which it was originally instituted. But no process, mesne or final, shall be levied against any property under such Federal control.

"That during the period of Federal control the right to initiate or change rates, fares, charges, classifications, regulations, and practices exercised by the carriers now under Federal control, prior to the twenty-ninth day of December, nineteen hundred and seventeen, shall hereafter be exercised by the President, or by the Director General of Railroads, but such right shall be exercised under all the limitations and conditions which were imposed upon it by the Act to regulate commerce, approved February fourth, eighteen hundred and eighty-seven, as amended; and the Interstate Commerce Commission shall have as full and complete authority and jurisdiction to set aside, change, modify, suspend, or otherwise review all such rates, fares, charges, classifications, and regulations as though the Government had not assumed the possession and control of said transportation systems. To that end the said Act to regulate commerce, as amended, is hereby declared to be in full force and effect with respect to rates, fares, charges, classifications, practices and regulations, anything in the Act approved March twenty-first, nineteen hundred and eighteen, to the contrary notwithstanding. The procedure before the Interstate Commerce Commission shall be the same as formerly, except that the Director General of Railroads shall stand in the stead of the carriers, and all notices theretofore required to be given to or served upon carriers shall be given to or served on said Director General. All orders or findings of the Commission shall bind the Director General to the same extent as they formerly bound the carriers.

"In determining any question concerning any such rates, fares, charges, classifications, practices or regulations or any

changes or proposed changes in the same, the reasonableness thereof or any discrimination therein, the rule to be applied shall be the same as existed under the said Act to regulate commerce, as amended, and under the general law of the subject as it was prior to the Government's possession and control."

AN AGREEMENT has been made under which about 1,800,000 bus. of corn will be taken from South Africa to England at a freight rate of \$2.50 per ton, excluding shipping charges. Exportation in South Africa has been greatly stimulated.

A JOINT RESOLUTION to make permanent the existing control and possession of the telephone and telegraph systems by the federal government was introduced Dec. 13 by Chairman Moon of the House post-office com'te, who stated that Pres. Wilson had requested the resolution.

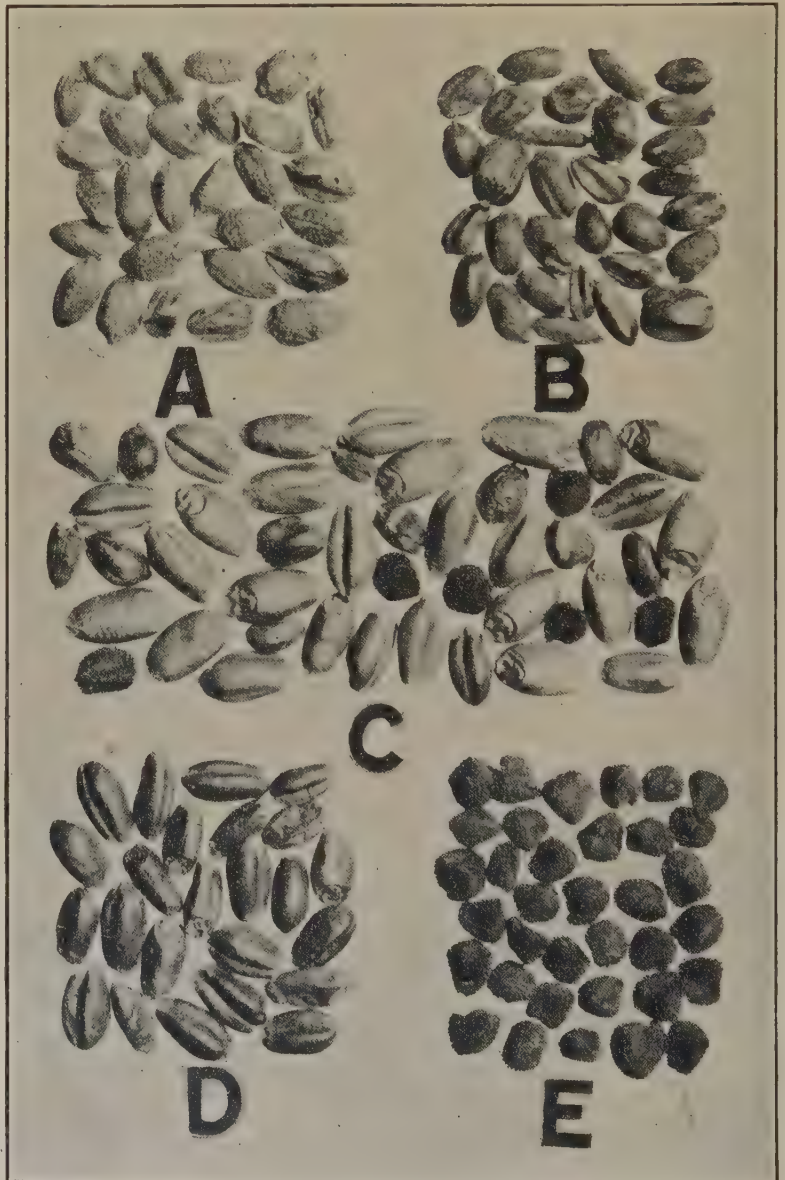
THE TAX BILL in preparation by the Senate provides in its present form a tax on seats on grain and produce exchanges of \$100 on seats selling at \$2,000 and not over \$5,000, and \$150 on seats selling at over \$5,000. This would apply in addition to the regular broker's tax of \$30, which it is proposed to increase to \$40.

Nematode Galls in Wheat.

A comparatively new source of foreign material in wheat is reported in bulletin No. 734 of the U. S. Dep't of Agriculture. It is described as a misshapen gall resulting from the infection of wheat heads by the nematode *Tylenchus tritici*, the color of the galls being dark and ranging from gray to black.

The disease is said to have been known as a serious pest in Europe since 1745, having been found in Austria-Hungary, Germany, Holland, Sweden, Switzerland, in Australia, and very recently in China. Its first recorded occurrence in this country seems to have been in May, 1909, near Modesto, Cal. Out of 3,500 samples of wheat from all the important wheat growing sections of the United States no samples of nematode galls were found outside the states of California and Virginia, and it seems that at present the disease is confined mostly to the state of Virginia. Eleven per cent of the samples from that state were affected.

The galls, which are shown in section B of the large photograph that is reproduced herewith, are usually shorter and



A, Smut Balls; B, Nematode Galls; C, Wheat Containing Smut, Corn Cockle, Bin Burned Wheat and Nematode Galls; D, Bin Burned Wheat; E, Corn Cockle.

broad than sound wheat kernels, but are sometimes equal in size, or again may be very narrow and needlelike. Very small galls, the size of wild buckwheat, are said to be found frequently, and it is not uncommon to find several of them tightly cemented together. The covering of the gall is very thick, and it encloses a yellowish white powdery substance. A transverse section of a gall is shown in the smaller figure herewith. The powdery substance, when moistened with water and placed under a magnifying glass, is seen to disintegrate into small thread shaped worms.

The galls, upon falling to the ground from wheat heads which have produced them, decay. The nematodes, or worms, then escape and migrate thru the soil. Later they attack the wheat seedlings, penetrating beneath the leaf sheaths, causing them to become wrinkled, distorted and swollen. As the plant grows they are elevated toward the flowering parts, and when the plant blossoms, the larvae enter the flowering parts. Here they develop, pair, lay eggs, and die. The eggs hatch and produce larvae. When the plant matures these larvae become coiled and dried up, forming the inner yellowish white portion of the gall. The nematodes have great tenacity of life, bearing a temperature of 125° F. and being very resistant to cold.

Heads infected with the nematode disease resemble heads infected with stinking smut. They are usually thicker and shorter than normal heads, and in place of the normal seed, dark galls, incapable of germination and full of larvae are found.

Soil conditions appear to have an important bearing on the disease. Spots in fields which become water-logged, or parts of the field where trash has accumulated, show the greatest percentage of infected plants.

Smut can easily be distinguished from the nematode galls by crushing. Smut balls can be crushed in the hand and leave the hand covered with black, evil smelling material. It is almost impossible to crush nematode galls. The difference in the appearance of smut balls;

nematode galls; wheat containing smut, corn cockle, bin burned wheat and nematode galls; bin burned wheat; and corn cockle is plainly shown in the accompanying engraving. If all other means of distinguishing whether a particular sample is a nematode gall or some other objectionable material it can be cut across. If it be a nematode gall it will invariably show a yellowish white interior.

Only about one-eighth, of the galls were removed in experiments using the oats kicker, and with the standard dockage sieves only a slightly higher percentage. Fanning is more effective, but if the air blast be strong enough to remove all of the galls it removes much of the wheat also. They may be removed by floating, as they are lighter than sound wheat.

The galls lower the test weight materially, and also lower the yield of flour. Comparative milling and baking tests show that, while only slight variations are shown in some features the difference between sound wheat and wheat with galls is appreciable. In baking bread made from flour in which there are crushed galls it is said that a noticeably unpleasant odor is present thruout the process.

It appears that, of the common field crops, this nematode attacks wheat only. Rotation of crops for two or three years should prove effective in practically ridding a field of the pest. The seed which is sown should be free from the galls. Various methods for removing galls from the seed have been tried, but it is said that the only one which can be recommended is that of floating them out in cold water. A suggested method for floating out the galls follows:

Have two tubs or half barrels, one set above the other so that the overflow containing the galls will fall into the lower tub. Cover the lower tub with cheese cloth to catch the galls but let the water run through. Fill the upper tub with water to overflowing. Next pour the infected wheat into the top barrel slowly at the same time stirring vigorously. The galls and light chaff will

rise to the top and float off when assisted by hand or skimmer, and will be caught on the cheesecloth over the lower tub. When vigorous stirring brings up no more galls pour or drain off the water. Air drying is accomplished quickly and easily if the wet grain be spread out to dry on a canvas or on a clean barn floor. The dampened grain should not be allowed to lie in a heap as the kernels will not dry out regularly; some will sprout and danger of heating is present.

If screenings which are returned to the farm for use as feed contain nematode galls and are given to fowls and stock it is believed they may be the means of spreading the disease. Feeding experiments indicate that the gall is not digested in all cases, but finds its way into the manure intact. When this manure is spread over the land the land is thus inoculated with these nematode galls, and if wheat is again planted two sources of infection, the seed and manure, are acting to supply infectious material for the young seedling. It is apparent that such screenings should be burned even at chance of losing some feed. The material removed from infected wheat by floating should also be burned as a precaution against further distribution of this disease.

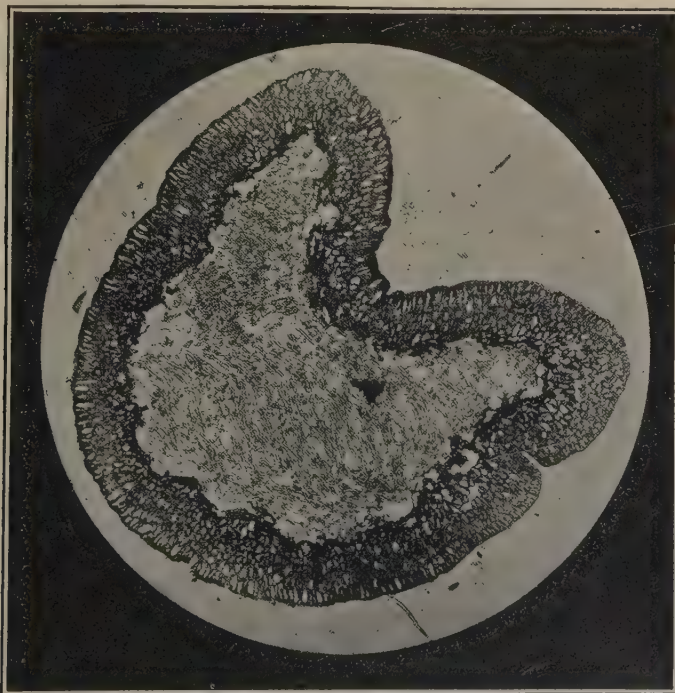
AS BEARING on currency inflation controlling the price of commodities the per capita money in circulation Dec. 1 was \$55.84; against \$47.03 a year ago. Federal reserve notes in circulation Dec. 6 totaled \$2,584,523,000, an increase of \$16,000,000 for the week.

PROF. H. C. FILLEY, head of the department of rural economics of the University of Nebraska, and government field agent in marketing, has issued an appeal to elevators to install small mills for grinding whole wheat flour and whole corn meal. When the education of Professor Filley has progressed one-half as far as that of the professional bakers and millers of today he will have learned that it is a waste of money to spend a few hundred dollars for a mill to grind grains into human food, when as many thousands are needed to buy the simplest complete equipment for the separation of wheat into human and cattle food. Why rob the pig and the cow?

F. A. Will Hear No More Trade Disputes.

With the changed conditions incident to the cessation of hostilities, practically all rules and regulations heretofore issued by the Food Administration from time to time, governing the business of handling of grain, flour, grain products, and feeds, have been canceled, and this Division, therefore, advises the general trade in these commodities that we cannot further undertake to aid in the disposition of shipments, rejected for any cause, by buyers at destination, nor to aid in settling differences that may arise between seller and buyer in the carrying out of trades or in the interpretation of contracts.

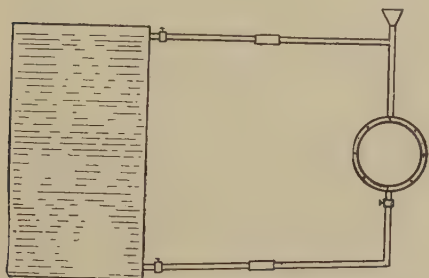
We wish to thank the trade for the spirit in which they have met our efforts to bring about speedy settlements of business differences which have from time to time been referred to us by parties at interest, and we congratulate all parties concerned that the situation now permits the restoration of normal conditions.—United States Food Administration, by Alfred Brandeis, Chief, Cereal Enforcement Division.



Transverse Section Nematode Gall, Showing Worms; 35 Times Enlarged.

Starting a Cold Engine.

Every man who has had experience with a gas, gasoline or oil engine of the internal combustion type knows that it is very, very difficult to start the critters on a cold day. That is a matter which no man knows more fully than the operator of a grain elevator in which power is furnished by an internal combustion engine. There does not exist, and can never be produced, a task more irksome, nerve trying and temper raising than that of trying to start an engine in the cold engine room of an elevator when the temperature stands at



Piping Warm Water to Engine Cylinder.

zero or below. An elevator is the coldest place in the community at best, and when the engine is balky the engine room is the coldest place in the elevator.

As the difficulty in starting is plainly due to the low temperature it follows quite naturally that the remedy for the trouble must lie in the raising of the temperature. In most cases it is impossible to do this by the usual method of starting a fire in the stove, for fires in the engine room are taboo. Or at any rate they should be taboo.

All elevator operators have learned by experience and reading that the engine refuses to start, or that, in other words, the fuel charge refuses to explode, because the cold fuel and cold air will not form a mixture of gas that will ignite in the presence of the spark created by the ignitor. There is a very definite scientific explanation for the failure of the air and fuel to mix, but inasmuch as it is known full well that it will not do it satisfactorily in the presence of cold the knowledge of the scientific reason is not of much benefit when one is trying to get room in the sink for the loads of grain that are waiting to be dumped.

However, there is a way to overcome this trouble, and the method used by one grain dealer is shown in the drawing that is reproduced herewith. This system was devised by J. A. Armour, of Bentley, Kan.

In connection with an ordinary water supply tank and piping system there is placed in the lower pipe which conducts the water from the tank to the engine cylinder an extra valve. The water is drained from the cylinder at night to prevent freezing and bursting. In the morning a quantity of water sufficient to fill the cylinder jacket is heated to the boiling point on the office stove, and this hot water is poured into the jacket thru the opening in the end of the pipe that extends above the cylinder. A funnel is shown placed in this pipe to facilitate pouring the water. Additional hot water may be poured over and around the carburetor or mixing chamber. The hot water thoroughly warms the engine cylinder, so that when a charge of fuel and air is drawn in thru the warm mixing chamber it meets a temperature high

enough to cause the fuel to vaporize and to form a gas. The only thing necessary then is a spark that will explode the gas, and when this is produced the engine starts.

The valve shown in the lower pipe near the tank is to be closed at the time of the nightly draining, and the second valve in this pipe is placed near the engine cylinder to make it unnecessary for the hot water to warm several feet of cold pipe. After the engine is running both of the valves in the lower pipe must be opened to permit the tank water to circulate thru the water jacket in the normal manner.

This system is very simple and does not include any dangerous or objectionable features such as attend the use of an open flame to warm the engine or ether to produce the initial explosion. If there is combined with this system the method of piping and pumping water thru the engine described on page 731 of the Journal for Nov. 10, 1917, engine troubles incident to cold weather will be a thing of the past.

How Will American Ships Compete?

The best defense now offered by the advocates of the building by the United States government of ocean vessels is that the great cost will be repaid to taxpayers indirectly by reducing the cost of commodities to the consumer; in other words, we will raise ourselves by pulling on our bootstraps. Unless more correct economic principles are applied soon our experiment in government socialism is likely within a few years to give the impractical theorists a setback from which they will not recover in a century.

Edward N. Hurley, chairman of the United States Shipping Board, said recently: The ships we are building now for the new American merchant marine are not being built to be manned by Lascars and men who are the scum of the seaports. We are building them for white men, for Americans, for men who are accustomed to keeping clean. They are being built for Americans to man and they will sleep not on the coal pile, but on good mattresses and two men to a room, and these seamen will have baths and other conveniences worthy of American seamen.

The expenditures authorized for the United States Shipping Board represent an outlay that will be important after the war. It includes construction, plants, housing, transportation, recruiting and operation. Every dollar of this is a permanent investment for America. It will also provide a great merchant fleet that will repay its cost to the taxpayers by greatly helping in the near future in reducing the cost of commodities to the consumer.

Captain Robert Dollar, a practical shipowner, says: We are on the eve of the keenest competition the world has ever seen. We are in direct competition in the foreign trade. As the United States is going to require this trade as never before, it is the opinion of bankers, merchants and the people generally that the administration should not attempt to carry out such a destructive and disastrous policy as government ownership, which will destroy the initiative of our merchants in the foreign trade and the few ship owners that are left.

Of three steamships of exact tonnage and indicated horsepower operated by me in 1914 under American, British and Japanese registry, respectively, the American steamship, with a crew of forty-seven men, required \$3,720 a month to operate, the British, with thirty-six men, \$1,308, and the Japanese, with thirty-six men, \$777.

The wage question is an important factor in our merchant marine, and as the American cannot be leveled down to the foreign wage any more than the foreigner can be raised to the American scale, the American will leave the sea unless he can get wages commensurate with what is offered him on land.

Grain Trade Restoration Favored by U. S. Chamber of Commerce.

At the reconstruction conference held by the United States Chamber of Commerce at Atlantic City, as reported in the Journal Dec. 10, page 886, resolutions on behalf of the grain trade were adopted urging a restoration of the grain trade to prewar conditions, extension of price protection to commercial holders of wheat and removal of the war tax on grain exchange transactions. The resolutions follow:

RESTORE GRAIN TRADE TO PREWAR CONDITIONS.

WHEREAS, it was necessary as a war measure for the Government to, in many ways, restrict and control the merchandising and distribution of grain, and,

WHEREAS, the various grain exchanges, Boards of Trade, and Chambers of Commerce, thruout the United States, desiring to co-operate to the fullest extent possible with the government in its plans for food conservation, its efforts to stimulate production and its desire to control distribution of cereals, did voluntarily subject themselves to many regulations and limitations desired by the Food Administration, and,

WHEREAS, the producers, grain merchants and millers of this country have loyally and patriotically supported the government in every effort incident to a successful prosecution of the war, and,

WHEREAS, the system of marketing and distributing the grain crops of this country in vogue prior to the war was the result of long experience and was in time of peace the most efficient and economical system of marketing and distributing grain known in the world, and,

WHEREAS, the interests of producers, distributors and consumers would be most effectively served by a return to pre-war conditions, therefore, be it

RESOLVED, that the Chamber of Commerce of the United States requests the Government to, as soon as is possible, consistent with the welfare of the nation and its Allies, restore the grain trade both as to domestic and export business, to its pre-war condition and remove all restrictions and regulations that have been imposed as war measures upon the grain interests of the United States.

EXTEND PROTECTION IN GUARANTEED PRICE OF WHEAT TO HANDLERS.

WHEREAS, in order to stimulate the production of wheat, essential to the national security and defense and for the successful prosecution of the war and for the support and maintenance of the army and navy, and of our Allies, and to insure to the producers of such wheat a remunerative price therefor, the Government did enact a law guaranteeing to the producer a minimum price for all wheat harvested in these United States during the year 1918 and through the establishment and operation of the Food Administration did also protect all grain dealers, commission merchants, shippers and millers against loss in the merchandising of said 1918 crop of wheat, and,

WHEREAS, by proclamation of the President of the United States, said guaranteed minimum price to the producer was extended to cover all wheat harvested in these United States during the crop year of 1919, but no such protection against loss has yet been extended to the grain dealers, commission merchants, shippers and millers, who must assume the risk of ownership incident to the merchandising of wheat and its products after the wheat has been sold by the producer, therefore, be it

RESOLVED, that the Chamber of Commerce of the United States requests the government to extend through the Food Administration the same protection in the matter of price to the grain dealers, commission merchants, shippers, millers and all those engaged in handling the wheat produced during the year 1919 that has been promised to the producers and for the same period.

REMOVE TAX ON SALES FOR FUTURE DELIVERY.

WHEREAS, for the purpose of securing additional revenue during the period of the war the government has, in addition to all other taxes, imposed a special and unusual tax upon commodities sold at any duly organized grain exchange, whether sold for

deferred shipment beyond twenty days, and,

WHEREAS, the successful termination of the war has removed the necessity for such special and unusual taxation, therefore, be it

RESOLVED, that the Chamber of Commerce of the United States requests the Congress of the United States to remove the special tax now imposed upon sales of grain and other commodities for future delivery.

Auto Trucks With Dumping Bodies.

Grain Dealers who now have their dump logs strained to the breaking point with heavy trucks will be pleased to know the Four Wheel Drive Auto Co., of Clintonville, Wis., has recognized the need of a dumping body to facilitate the handling of bulk grain for farmers.

The company has designed one model which dumps from the end, the body being pivoted at the end of chassis frame, and the front part of the body being raised by a hydraulic hoist. Its other model of a dumping body empties the grain at the side of truck, the body swinging from a pivot directly over the middle of the chassis. Through the use of such a body grain could be dumped to either side of driveway and in fact grain elevator operators could easily build a supplementary dump sink outside their regular receiving pit, to be used solely by heavily laden trucks.

Through the use of trucks with the dump body, no grease, water or gasoline will be spilled in the elevator when attempting to dump a load. The problem is already making much trouble for grain elevator operators in different parts of the country and it must be given serious consideration by all elevator builders and others who will build.

CHAS. E. HITE, agt. for the G. W. Van Dusen Co. at Frankfort, S. D., has an able assistant in the person of Mrs. Hite. She wears overalls and can perform any of the duties usually exacted of a hired man. She also assists with the office work.

New Tile and Frame Elevator at Scotia, Neb.

The Farmers Union Co-operative Co. of Scotia, Neb., has erected the plant, the design of which is shown in the drawings that are reproduced herewith, on the site which it recently purchased from the Farmers Grain & Supply Co., whose house burned last season.

The elevator consists of two fireproof tile tanks, each 20' in diameter and spaced with adjacent walls 12' apart, the resulting interstice being enclosed by straight walls joining the tanks at their outer portions to form a working room, bin portion and leg well. Adjoining this straight wall on the side opposite the railway track a leanto was built to provide space for the driveway and dump sink, three 350-bu. bins over the driveway, an engine room and office.

The cupola, which is 20' square and 22' 6" high, is of tile, its walls resting on 8" x 16" reinforced concrete beams. The detail of these beams is shown in the drawing.

As shown by the ground plan, a portion of the old foundation walls were utilized for the new structure, some parts of these walls being strengthened. Underneath the tanks themselves it was necessary to remove the old foundations to clear the space, and new foundations were built under the tank walls.

Each tank is divided into 4 bins by means of curved interior walls built in an arc having a radius of 7' 6". As these two walls, which occupy diametrically opposite portions of the tank's interior, do not meet in the center of the tank, a straight wall was built to connect them. Each of the 4 bins in each tank has a hopper bottom and is provided with an outlet thru which grain is discharged into a spout that leads to the boot.

A cleaner is located on the first floor of the work room, over this being a bin 8' x 10', 32' deep at point of hopper. The single leg is placed in the leg well, which occupies the space between the cleaner room and the driveway. The engine sets below the level of the drive-

way and work room floors, and on the ground level. Power is communicated by means of pulleys and belting to a counter shaft under the work room floor in the leg well, and from this it is taken to the headshaft by means of a belt which drives a jack shaft in the cupola, this jack shaft in turn driving the head shaft thru a chain and sprocket wheels. The power to operate the cleaner is also derived from the counter shaft under the work room floor in the leg well.

The beams over the work room floor which support the floor of the bin over the cleaner are of wood, 8"x12". The floors in the cupola are of wood, the same material being used in the construction of the leg and the bins over the driveway. The entire roof is constructed of iron on wood supports. The presence of wood greatly increases the fire hazard.

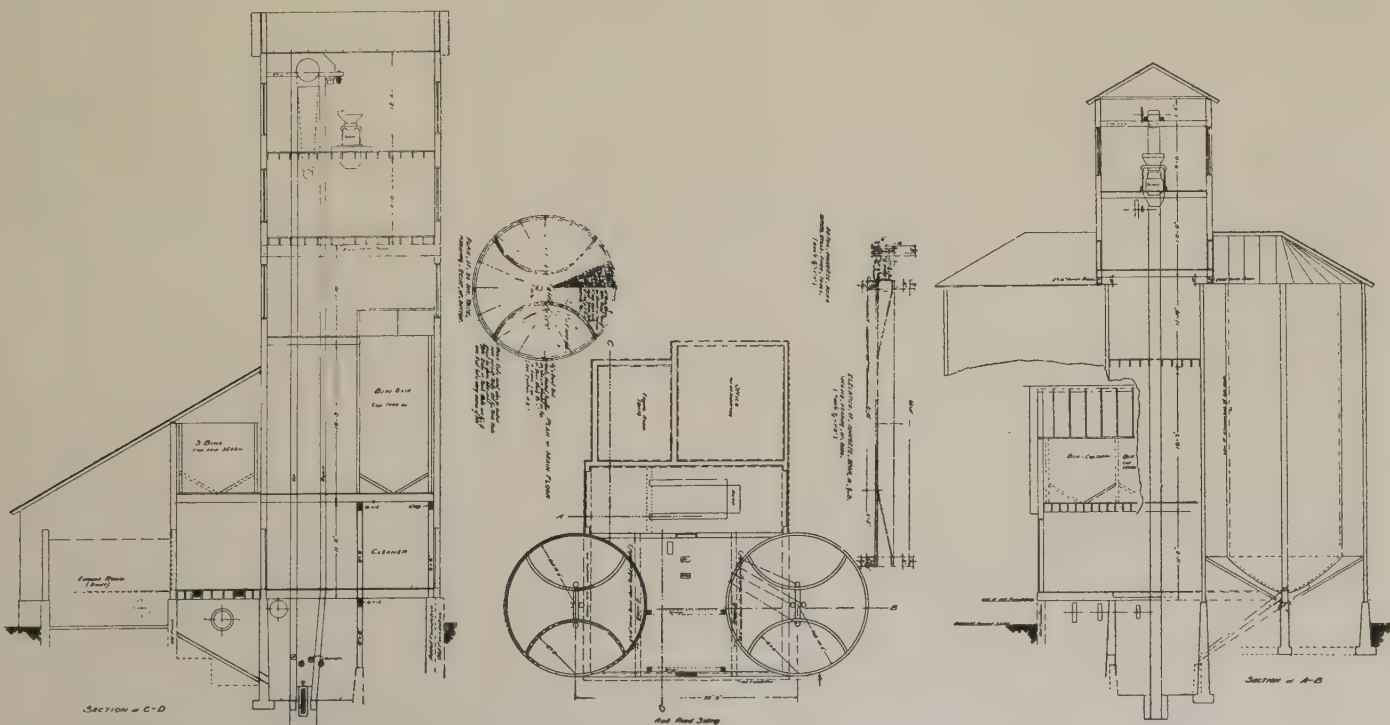
On the upper floor of the cupola there is an automatic scale for weighing grain to be loaded into cars.

The height of the elevator, from foundation level to plate of cupola, is 63', while the outside tank walls have a height of 34' from foundation level to plate. The tank hoppers start at a point 6' above the foundation level, and the point of the hoppers are approximately even with that level. The plant was designed by the Western Tile Co.

THE U. S. Food Administration has directed the discharge Jan. 1 of all paid employes of state, county and local food administrators.

BECAUSE 23 more car loads of fertilizer were used in Cass County this year than were used last year, the increase in the wheat crop is expected to soar to 80,000.

A SHIPMENT of flaxseed arrived at New York from Archangel, Russia, Dec. 12 on the steamer Ascutney. This is one of the few cargoes received from a Russian port for some time. The Ascutney sailed from New York several months ago for Murmansk, Russia, with Red Cross supplies, and departed on the return trip shortly after the signing of the armistice.



Longitudinal Section, Ground Plan and Cross-Sectional Plans of Tile and Frame Elevator at Scotia, Neb.

Grain Trade News

ARKANSAS

Fort Smith, Ark.—The Fort Smith Grain Co. which handles feed and flour, has just opened for business. Arthur Johnson, R. L. Landell and Geo. W. Jones are the ones principally interested.

CALIFORNIA

Colusa, Cal.—A \$10,000, corrugated iron warehouse will be built on the Sacramento Northern Electric Ry.

San Diego, Cal.—Chester Bidwell, for many years a grain dealer, died a short time ago of pneumonia. He was in his 40th year.

Modesto, Cal.—I have six warehouses used for the storage of grain and beans and the barley crusher I am installing is in addition to all the cleaning machinery for beans, etc.—A. B. Shoemaker.

CANADA

Calgary, Alta.—The Gillespie Elvtr. Co. is building an addition to its elvtr.

Yorktown, Sask.—The M. Bawlf Grain Co., Ltd., has purchased the plant of J. B. Gibson.

Petersboro, Ont.—The Quaker Oats Co. is planning the erection of additional elvtrs.—B.

Calgary, Alta.—The Spencer Grain Co., Ltd., has bot the plant of the Terwilliger Grain Co., Ltd.

Montreal, Que.—Peladeau & Duclos, grain dealers, have been succeeded by Peladeau & Duclos Co.—B.

Stoughton, Sask.—W. D. Donnelly, while on his way to his elvtr. was caught between two railway cars and killed.

Edmonton, Alta.—The Gillespie Elvtr. Co. is building a 40,000-bu. elvtr. which will give them a half million bushel capacity in Alberta.—B.

Whitewood, Sask.—It is announced that the Dominion Elvtr. Co. will rebuild its elvtr. which was burned some time ago. T. T. Hamill is mgr.

Sceptre, Sask.—The Western Elvtr. Co. Ltd., will probably rebuild its plant which was practically destroyed by fire recently. The elvtr. of the Saskatchewan Co-operative Elvtr. Co. was also destroyed.—B.

Pierson, Man.—G. A. Brown, formerly mgr. for the elvtr. of the Dominion Elvtr. Co. at Pierson, was arrested recently charged with grain storage ticket forgeries extending over eight years. He was taken into custody at Melita.

Port Arthur, Ont.—The Saskatchewan Co-operative Elvtr. Co., Ltd., is building a cleaning house which will be ready for business about February. It consists of a working house, storage annex, 600-ft. pile trestle with crib protection for receiving tracks, two shipping galleries, two boat spouts, and an office building. The entire structure, except the wood trestle, is fire-proof. Materials used are brick, tile, concrete and steel. The working house has 86 bins with a capacity of 200,000 bus. and the storage house has 28 bins with a capacity of 500,000 bushels. The cleaning machine equipment consists of 6 No. 10, Style B, Warehouse Receiving operators; 1 No. 9 Style A Screenings Separator; 1 No. 7 Oats Clipper, all furnished by the Huntley Mfg. Co. Two wheat and oat separators No. 7 and one automatic 10-bu. scale will be furnished by the Richardson Grain Separator Co. Four hopper scales with 120,000 lbs. capacity will also be installed. An up to date passenger elvtr. and a complete dust collecting system are part of the equipment. The house is operated by electric power.

Welland, Ont.—The plant of the Maple Leaf Milling Co. was damaged to the amount of \$100,000 by a recent fire. A large quantity of grain was destroyed.

WINNIPEG LETTER.

Winnipeg, Man.—Influenza caused the death of F. C. Stevenson, one of the mgrs. for the United Grain Growers, Ltd., Nov. 15.

Winnipeg, Man.—The Bawlf Securities, Ltd., has been incorporated to buy, sell and deal in grain. Capital stock, \$1,000,000. Members of the corporation are Ed. John Bawlf, Fred Leo Bawlf and Louis D. Bawlf.

Winnipeg, Man.—Dr. Robert Magill, sec'y of the Grain Exchange, and Alderman Geo. Fisher, representative of the Scottish Co-operative Society, have been selected by the council of the exchange as its representatives at the peace conference. The invitation was extended by the Canadian government.

COLORADO

Haxtun, Colo.—The Plains Milling & Mercantile Co. is remodeling its plant.

Yuma, Colo.—The Farmers Co-operative Exchange & Mfg. Co. is having its plant overhauled and alterations made.

Orchard, Colo.—The Orchard Farmers Co-operative Elvtr. Co. has erected a bean plant and warehouse of studded construction, ironclad with concrete basement with up to date equipment.

Weldon, Colo.—Weldon Farmers Co-operative Co. is erecting a bean plant and warehouse, of studded construction, ironclad, with concrete basement and equipped with up to date machinery.

Denver, Colo.—The Scott-George Grain Co. is the name of a new firm recently organized, the members being E. W. Scott, formerly ass't mgr. for the Western Grain Co., and Harry V. George, banker and grain dealer.

IDAHO

St. Maries, Ida.—The new elvtr. and feed mill erected by Geo. O'Dwyer, Inc., is now completed.

Spalding, Ida.—An election will be called early in January for the purpose of voting on a bond issue in the amount of \$115,000 for the construction of a permanent highway on the north bank of the Clearwater River from a point opposite Spalding to a point on the Clearwater boundary above Peck; also for a permanent highway from the mouth of Potlatch Creek to the Latah County line. Appropriations have already been made by the state and federal governments for a state highway from Missoula to Lewiston to be known as the Lewis & Clark highway. The Clearwater district is a link in this system.

ILLINOIS

Mascoutah, Ill.—We have no elvtrs. here.—X.

Sparta, Ill.—There are no grain elvtrs. located at this station.—X.

El Paso, Ill.—F. S. Larison has closed out his coal and lumber business.

Cairo, Ill.—E. G. Pink of Pink & Co. broke his arm while cranking his automobile.

Danforth, Ill.—The Farmers Elvtr. Co. has increased its capital stock from \$15,000 to \$60,000.

Panola, Ill.—The coal and lumber plant formerly operated by F. S. Larison has been discontinued.

Lake City, Ill.—The Lake City Farmers Co-operative Grain & Mercantile Co. is building a new grain office.

Nilwood, Ill.—W. F. Alford has bot the elvtr. operated by J. B. Higginson under the style of Nilwood Grain Co.

Booths sta. (Gardner p. o.), Ill.—The elvtr. of the Mazon Farmers Elvtr. Co. is being given a thoro overhauling.

Carlinville, Ill.—A. C. Brown is building a new 20x40 ft. warehouse to take care of the increase in business at his elvtr.

Skelton sta. (Beason p. o.), Ill.—Schultz & Bump of Keensburg are remodeling their elvtr. and installing new equipment.

Princeton, Ill.—W. R. Teece, mgr. for the Wyandot Grain Co., has been making a number of improvements on the elvtr.

Cissna Park, Ill.—The Cissna Park Grain & Coal Co. has completed its new 50,000-bu. concrete elvtr. Phil. Kibler is mgr.

Gorman sta. (Coal City p. o.), Ill.—The Mazon Farmers Elvtr. Co. is making extensive repairs and alterations in its plant.

Mazon, Ill.—We are now operating the elvtr. which we recently acquired in a trade with A. F. Gilchrist.—Reichard Bros.

Green Valley, Ill.—The Farmers Grain & Coal Co. has bot of the Smith-Hippen Co. the site of its elvtr. which burned some time ago.

Buckley, Ill.—The Buckley Farmers Grain Co. is repairing its elvtr. It is raising the cupola and installing two Hall Signalling Grain Distributors.

Hartsburg, Ill.—Coorts Bros. have succeeded the A. E. Rosenbeek Grain & Coal Co. at this place instead of at Harrisburg as previously reported.

Cairo, Ill.—A. B. Parker, formerly Federal supervisor, has resigned and gone to Memphis, Tenn., where he is mgr. for the elvtr. operated by P. L. Cook.

Green Valley, Ill.—The loss on our building and grain which burned some time ago is \$6,600, fully insured. Henry Squire is our mgr.—Smith-Hippen Co.

Steward, Ill.—Geo. Kiser, mgr., mistaking gasoline for kerosene in building a fire, caused serious damage to the office building of the Farmers Elvtr. Co.

Dundee, Ill.—Nearly 100 cars of feed and hay have been handled by the Farmers Co-operative Elvtr. Co. since its organization a year ago. Chas. Tuttle is mgr.

Spring Bay sta. (Peoria p. o.), Ill.—For the first time in three months, the elvtr. of the Smith-Hippen Elvtr. Co. is empty. The last grain boat took out 10,000 bus. of oats.

Sadorus, Ill.—Arthur Goers has bot the East elvtr. of Chambers & Foote and will take possession Jan. 1. They have an elvtr. at Tuscola and have installed a new drier there.

Morrisonville, Ill.—We have just completed a number of improvements in our elvtr. among them being a concrete driveway and repairs on the dumps.—Morrisonville Elvtr. Co.

Cullom, Ill.—Harold Meents, mgr. for M. R. Meents & Son, has been laid up with an attack of influenza. Willard Meents of Ashkum has been in charge of the elvtr. during his absence.

Nashville, Ill.—The Huegely Milling Co., which has been dealing in grain, has been incorporated; capital stock \$201,000; incorporators, John Huegely, Thos. L. Reuter and Julius Huegely.

Spire sta. (Minonk p. o.), Ill.—Chas. A. Cole, who resigned his position at Atkinson, has succeeded Thos. Shapland as mgr. for the Spire Elvtr. Co. Mr. Shapland has moved to Chicago.

Cadwell, Ill.—T. G. Wells, who owns one of the elvtrs. at Arthur, Ill., has bot the interest of C. E. Davis in the elvtr. formerly operated by Davis & Craig. Mr. Davis has converted all of his elvtr. holdings into land of which he owns nearly 1,000 acres in Central Illinois.

Homer, Ill.—A. C. Kaiser of Fairland, who purchased the Rose elvtr. recently, has formed a partnership with O. L. Kaiser and C. L. Emerson, the firm name being A. C. Kaiser & Co. The new company is capitalized at \$28,000. It will buy and sell grain and maintain a warehouse.

Midway sta. (La Salle p. o.), Ill.—The Midway Grain Co., incorporated; capital stock, \$6,000; incorporators, Jake Haning, Harvey H. Hea, Carl L. Frevert. The company will have an elvtr. near Minier.

Rantoul, Ill.—Jesse Summers, formerly mgr. for the Rantoul Grain Co., has removed to Boswell, Ind., where he will make his headquarters while representing the Adolph Kempner Co. as a traveling solicitor.

Cairo, Ill.—The Samuel Hastings Co. is building a new concrete sacking shed and installing two new sacking machines. The company now has four automatic sacking machines with a capacity of 5,000 sacks a day.

Taylorville, Ill.—The McKenzie Co. which sold its elvtr. about a year ago has dissolved and surrendered its charter. The company was incorporated May 28, 1917, with a capital stock of \$25,000 to deal in grain.

Tuscola, Ill.—The elvtrs. operated by Chambers & Foote and the Hitchcock-Rose Grain Co. have installed cob burners. Cob ashes are rich in potash which is used in making munitions so the ashes are quite valuable.

Athens, Ill.—At the annual meeting of the stockholders of the Farmers Elvtr. Co., F. H. Whitney was elected pres. and S. D. Cantrall, sec'y. The new directors are W. D. Power and F. H. Whitney. A dividend of 20% was declared.

Brocton, Ill.—The new concrete elvtr. being built by the Brocton Farmers Elvtr. Co. is nearly completed and will be ready to receive grain by the middle of January. The company also contemplates putting up a 600-gal. steel tank for crude oil.

Roanoke, Ill.—The Roanoke Farmers Ass'n is preparing plans for a new elvtr. It will be built on the site between the two now standing and when completed the old one, which the Ass'n bot recently, will be torn down. Work will begin Jan. 1.

Alvin, Ill.—The Alvin Grain & Electric Co. has purchased the elvtrs. operated by Watson & Hannah, one of which the latter recently took over from the Farmers Elvtr. Co. Mr. Watson who owned the controlling interest in the Farmers Elvtr. Co. is disposing of his grain interests because of ill health.

Tabor, Ill.—The new elvtr., which the Tabor Co-operative Grain Co. is erecting on the foundations of the one which burned some time ago, is rapidly nearing completion and will probably be ready to handle the corn crop. The engines and other machinery in the power house, together with the drier, were not damaged by the fire and will be used again.

Dieterich, Ill.—J. M. Schultz will build a concrete and brick fireproof seed plant, 40x80, three stories and basement, the basement to be concrete frame and brick panels. It will have 5 seed cleaners, steel legs, spouting, hoppers, stairs, windows, etc. The foundation and first floor are to be completed this year, the balance next spring. The equipment includes a 20-h.p. oil engine, a freight elvtr. dormant and wagon scales.

Kaneville, Ill.—The Kaneville Elvtr. & Supply Co. has been remodeling its plant which was badly damaged by fire last July. The two concrete tanks were only slightly damaged, but the cribbed walls and wood roof all burned. The company replaced these cribbed walls and the wood roof and gallery with concrete; a hopper fill was put in, all bins are self cleaning, and new machinery has been installed including a 10-h.p. electric motor.

Peotone, Ill.—At the annual meeting of the Peotone Farmers Elvtr. Co. the outgoing directors were re-elected, W. H. Bisping was chosen pres., Wm. Rosenbrook, vice-pres., and Clarence Cann, sec'y. The annual report showed that for the first time in its history the company handled a large amount of wheat. Owing to the quality of the 1917 corn, the crop was handled on a purely commission basis, each customer being given what his grain bot in Chicago, less the carrying cost.

Watseka, Ill.—The Farmers Elvtr. Co. is planning the erection of a new brick office on the site of the present old frame structure as soon as weather conditions will permit. It will cost \$5,000.

Pittsfield, Ill.—Chas. Johnson, employed at the elvtr. of the M. D. King Milling Co., had the bones of his left arm badly fractured and his hand crushed while at his work. He was alone in the house and it is thought that his coat sleeve caught in the chain over a sprocket wheel. He managed to release himself and started across the street to the mill, but fell fainting before he reached it. A passerby carried him indoors and called a physician.

Niantic, Ill.—J. F. Beall, who bot the elvtr. operated by Delaney & Delaney, sold it after only a few days to Arthur Pritchett, mgr. for the American Grain Co. and part owner of the elvtr. at Haynes Siding, between Illiopolis and Lanesville. Mr. Pritchett has disposed of his interests at Haynes and will conduct his new business under the name of the Pritchett Grain Co. Mr. Beall will continue to operate his two elvtrs. at Harristown. J. S. Delaney will retire from active business. Lawrence Delaney, being in poor health, will rest for a while and may engage in farming again.

Allenville, Ill.—James Thomas, alias Bill Williams, has been taken into custody a second time on the charge of helping burn the Tabor elvtr. some time ago. His partner in the crime was sent to the penitentiary, but Thomason was released on a \$4,000 bond. As he did not appear for retrial, his bond was forfeited. He evaded arrest for some time, but was finally taken into custody at Muskegon, Mich., and brot back to Illinois. On his arrival at the county seat, Thomas is said to have confessed that he burned both the elvtr. at Allenville and also the one at Gays, receiving \$50 for the first job and \$40 for the second. His confession is said to implicate men higher up.

CHICAGO NOTES.

Adolph Gerstenberg is mentioned for vice pres. of the Board of Trade.

Directors of the Board of Trade have denied the application of Mark Bates for readmission to membership.

Chas. W. Pratt on Dec. 11 was suspended from all privileges of the Board of Trade on complaint of the Adolph Kempner Co.

Frank D. Erskine, for twenty years connected with the Illinois State Grain Inspection in Chicago, died Dec. 11 at Hawarden, Sask.

R. W. McKinnon, former head of the rice division of the Food Administration at Washington, has resigned and will devote his time to his personal affairs.

Deputy Grain Inspector, John T. McDermott, of the Illinois State Grain Inspection Department, who was suspended by the Sec'y. of Agriculture pending investigation Nov. 6, 1918, had his license restored Dec. 21.

The petition of the Corn Millers Federation to trade in white corn separately, has been granted by the directors of the Board of Trade, and the amendment to make it effective was voted on. This was done in order to insure deliveries of white corn to the Federation when its members made purchases in the pit. This may necessitate providing another trading pit away from the corn pit.

Among the presidential possibilities at the coming election of the Board of Trade the following are mentioned: James A. Patten, acting pres. since the death of A. Stamford White, Hiram N. Sager, an ex-pres., B. A. Eckhart, Frank Rice, L. F. Gates, James C. Murray, Robert McDougal, T. E. Cunningham and Samuel Arnot. L. F. Gates is the only one on file. Chas. H. Sullivan has been placed on the list for vice-pres. Only seven petitions have been filed for the sixteen directors to be chosen. Wm. H. Lake, J. K. Riordan and J. F. Lamy are the latest to be named in this connection. Members of the Arbitration Com'te so far mentioned are Harry S. Klein, T. E. Moran, L. T. Sayre, M. P. Kelly and Jones E. Henry.

Newly elected members on the Board of Trade are T. J. Hair, J. W. Redick, G. G. Gripps, O. S. Dowse, J. H. Block and Hugh S. Claiborne. Mr. Block is 21 years old and the youngest member on the Board. James E. Cagney and B. F. William Nyserwerder have applied for membership. W. W. Hampe and J. B. Henderson have posted their memberships for transfer.

Auguste Beauvais died Dec. 18. He was elected to membership in the Board of Trade in 1883. Prior to that time he had been a clerk in the offices of Brosseau & Co. In later years, he engaged in business on his own account under the name of Beauvais & Co. He is survived by a widow, four daughters and three sons. One of his sons is in the army and two are with firms on the Board of Trade.

INDIANA

Hamlet, Ind.—The Hamlet Grain Co. has increased its capital stock to \$60,000.

Milroy, Ind.—Wm. Bosley is repairing his elvtr. plant and installing new machinery.

Fountaintown, Ind.—The W. J. Hungate Wholesale Co. has bot the elvtr. owned by W. B. Springer.

Lawrenceburg, Ind.—The Lawrenceburg Roller Mills Co. has installed a grain-drier, corn-sheller and wagon-dump.

Greensburg, Ind.—The Nading Grain Co. is building an addition to its plant, making repairs and installing new machinery.

Rockville, Ind.—Horace H. Heller, a member of the firm of Rohm Bros. & Co., millers and elvtr. owners, died recently.

Crothersville, Ind.—We have sold our milling and elvtr. interests to the Blish Milling Co. of Seymour.—Crescent Milling Co.

Jonesville, Ind.—J. P. Sohn has bot the elvtr. site from H. Griffith and will erect a new building to replace the one that burned.

Letts, Ind.—The elvtr. operated by Reimann & McCammon is being added to and repaired. New machinery is also being installed.

Kirkpatrick, Ind.—We have sold our elvtr. to the Kirkpatrick Grain Co. which will operate both plants at this station.—Halstead Bros.

Geneva, Ind.—Work has begun again on the excavation for the new elvtr. which the Farmers Equity Elvtr. Co. is building on the lot purchased.

Fairland, Ind.—Frank Sellars will be mgr. of the elvtr. here which he and his father, J. S. Sellars, bot recently of J. A. McComas.—O. O. Smith.

Scottsburg, Ind.—C. C. Wells, mgr. of the Crescent Mills at Crothersville, recently purchased by T. S. Blish, will continue as mgr. of the elvtr. at this point.

Washington, Ind.—James A. Norris, of the milling firm of Norris & Kidwell, died recently of pneumonia, which followed an attack of influenza. He was 53 years old.

Stewart, Ind.—Harold W. Pence has put in a steam power plant and the largest size combined Western Drier and Cleaner at his elvtr. The Efficient Erecting Co. had the contract.

Bippus, Ind.—We are rebuilding our plant which burned recently, replacing it with a modern concrete elvtr. and brick power house. We hope to be occupying it by the middle of January.—F. M. Vickery, mgr. O. Gandy & Co.

Logansport, Ind.—Robbers blew open the safe of the Bishop Elvtr. Co. and those of two other business houses recently, using nitroglycerin, but secured very little for their pains, getting less than \$5 in silver and some papers. The safes were all badly wrecked.

Crawfordsville, Ind.—Newton Busenbark, of New Market, who owns a chain of seven or eight grain elvtrs., has established his headquarters here in the rooms formerly occupied by J. S. Sellars, whose plant he recently bot. Mr. Sellars has moved to Frankfort.

Boggs town sta. (Fairland p. o.), Ind.—The new elvtr. being erected by the Boggs town Grain & Supply Co. will be completed by the first of the year if weather conditions do not prevent. The cost of the structure is placed at \$30,000.

Boswell, Ind.—Edward Rose, formerly traveling solicitor for the Adolph Kempner Co., making his headquarters here, has entered the army. He has been succeeded as traveling solicitor by Jesse Summers, formerly mgr. for the Rantoul Grain Co., of Rantoul, Ill.

IOWA

Hamburg, Ia.—Carey G. Williams is the new mgr. for the Farmers Elvtr. Co.

Malvern, Ia.—H. L. Aden is erecting a flour and feed house adjoining his elvtr.

Hartley, Ia.—The elvtr. of the Hunting Elvtr. Co. has been undergoing repairs.

Le Mars, Ia.—F. E. Adair, of Albert Lea, Minn., is the new mgr. for the Plymouth Milling Co.

Wesley, Ia.—Henry Wolf is the new buyer for the Kunz Grain Co. at this station.

Hobart sta. (Algona p. o.), Ia.—D. R. Rising of West Bend is the new mgr. for the Farmers Elvtr. Co.

Cedar Rapids, Ia.—As I sold my grain business last April, I now expect to spend some time in California.—E. J. Wood.

New Hampton, Ia.—The elvtr. of Gilchrist & Co. is open again for business in charge of Tooley Bros. and J. W. Schilling.

Hornick, Ia.—The Hornick Cereal Co. contemplates erecting an addition to the present elvtr. next spring.—A. J. Nelson, mgr.

Mondamin, Ia.—The Uptide elvtr. is again buying grain after shipping for a year for the farmers, during which time it did not buy.

Sigourney, Ia.—The Farmers Union is discussing the matter of building a 50-bbl. mill and has already purchased the site.—O. E. Atwood, sec'y.

Hamburg, Ia.—Don McBride is again connected with the grain business, having purchased a half interest in the elvtr. operated by H. A. Noble.

Jefferson, Ia.—The local office of E. J. Feehery & Co. has been discontinued. L. T. Feehery, who was in charge of the office, has removed to Chicago.

Onawa, Ia.—The new 30,000-bu. elvtr. which Harper & Murphy are building to replace one that burned last fall will soon be completed. It is 85 feet high and has a capacity of 40,000 bus.

Greene, Ia.—Ira Marsh recently bot out the business of the Greene Grain Co. He will also manage the plant at Manley where he has bot the site on which he will build an office and store room.

Ida Grove, Ia.—The firm I. N. Shearer & Sons is no longer in the grain business and has been succeeded by Delbert Shorrett. W. De Witt Shearer is serving his country in France.—Mrs. Isaac N. Shearer.

Kensett, Ia.—Lewis Knudtson, mgr. for the Thompto & Heiney Elvtr. Co., has been ill with influenza. Lawrence Thompto, of Northwood, assisted by C. F. Theilich, has been taking care of the business.

Mondamin, Ia.—Farmers have formed a company capitalized at \$35,000 and will either buy or build an elvtr. They have already started buying grain. Wm. Robinson is pres. and J. C. McClanahan is treas.

Le Mars, Ia.—Jos. Kobberman, formerly second man of the Farmers Elvtr. Co., was promoted to the position of mgr. at a recent meeting of the directors. He succeeds J. H. Barnes, who has accepted a position at Hinton.

Adel, Ia.—The Farmers Elvtr. Co. has just completed a 25,000 bu. elvtr. equipped with electric power, a Richardson Automatic Scale, a 1500-bu. cleaner and other up-to-date appliances.—H. R. Straight, Adel Clay Products Co.

Conroy, Ia.—The elvtr. and lumber yard of the Hilton Lumber & Grain Co. are practically all that is left of the business section, all the other business houses being destroyed by fire recently. The shifting of the wind was all that saved them from destruction.

Lavinia, Ia.—The elvtr. of the Armour Grain Co. burned recently together with 1,000 bus. of corn. Altogether the building contained about 45,000 bus. of grain, principally oats, some of which can be salvaged. The company carries its own insurance and the loss will be a heavy one.

Buchanan, Ia.—The Home Lumber Co. has succeeded the King, Wilder Grain Co. Among the improvements made in the plant are a new wing to the lumber shed, a new foundation under the other lumber shed. A new office will be built and a new set of wagon scales installed. Another coal shed will be built.—R. B. Ostrander, mgr.

Hinton, Ia.—The suit brot by H. P. Madsen against the Atlas Elvtr. Co. in which the plaintiff asked for \$353.75 with interest at six per cent from Jan. 2, 1918, resulted in a verdict for Madsen who is to receive the full amount asked. He claimed that he sold 254 bus. and six pounds of grain to the company in January at \$1.40 per bushel, and that the company failed to settle. The elvtr. company claimed that thru its agt. a verbal contract was made on Dec. 26 with Madsen by the terms of which he was to deliver between 800 and 900 bus. of corn, the price at that time being \$1.22 per bushel. The case hinged on whether or not a verbal contract had been made between the parties.

SIoux CITY LETTER.

Sioux City, Ia.—The Van Dusen-Harrington Co., of Minneapolis, has opened offices in the Grain Exchange.

Sioux City, Ia.—The Sioux City Terminal Grain Corporation, newly organized, with capital stock of \$2,000,000, has leased offices in the Grain Exchange building and will open for business about the first of the year. T. A. Black is head of the organization.

Sioux City, Ia.—The following officers were elected at the annual meeting of the Board of Trade: J. A. Tiedeman, pres.; J. J. Mullaney, vice-pres.; M. King, treas.; J. C. Mullaney, sec'y; Paul Larson, chief inspector and weighmaster; J. A. Tiedeman, J. J. Mullaney and C. C. Flanley, directors for three years. Several addresses were delivered, the speakers being J. W. Holmquist of Omaha; J. C. Kelly, W. J. Hayward, T. A. Black, J. P. Haynes and E. A. Fields of Sioux City.

Sioux City, Ia.—The Western Terminal Elvtr. Co., the second \$2,000,000 corporation to be organized recently, has announced plans for a 1,000,000-bus. elvtr., an oatmeal factory and for extensive financing of country grain firms during crop moving. M. King, head of the King Elvtr. Co., is pres. Work on the grain elvtr. will begin next spring. It will be built on the former site of the Sioux City Terminal Elvtr. Co.'s plant. The estimated cost is \$650,000 and it will be of the most up to date concrete construction. The business of the King Elvtr. Co. will be turned over to the new corporation.

KANSAS

Miles, Kan.—Some improvements will be made in our plant this winter.—Murphy Elvtr. Co.

Piqua, Kan.—Work on the new elvtr., which Otto Link is building, is progressing rapidly.

Turon, Kan.—E. G. Walker has succeeded A. L. Dickhut as mgr. for the Farmers Co-operative Elvtr. Co.

Severance, Kan.—The Doniphan County Farmers Union Co-operative Ass'n has succeeded the Severance Milling Co.

Gardner, Kan.—Edith L. Ward, mgr. for the Ward Grain Co., is at work again after an illness of five months following an operation.

Wellington, Kan.—J. F. Kramer of the Kramer Mills will soon move to Wichita where he is interested in the Kramer Grain Co.

Isabel, Kan.—I have succeeded Clyde C. Moore as mgr. for the Farmers Grain & Live Stock Ass'n.—J. I. Blackwelder.

Smith Center, Kan.—H. D. Pratt is our head miller since Nov. 1.—Smith Center Co-operative Mill Elvtr. & Light Co.

Lamont, Kan.—Farmers in this vicinity are selling stock with a view to organizing a company which will build a fireproof grain elvtr.

Coldwater, Kan.—I have resigned my position as agt. for the Morrison Grain Co. and am no longer doing elvtr. work.—Mrs. Ira D. Powell.

Gaylord, Kan.—R. D. Hagadorn, a former mgr., has succeeded C. G. Blake, resigned, as mgr. for the Smith County Farmers Union.

Kincaid, Kan.—There are no grain elvtrs. at this point. The Farmers Equity Co-operative Co. has just been organized with capital stock of \$10,000.—X.

McPherson, Kan.—I am now out of the grain business, but I expect to engage in it again if I can get a small elvtr. in the wheat section.—F. P. Hawthorne.

Salina, Kan.—The new office of the Robinson Milling Co., which also manages an elvtr., has just been opened. J. A. Hargett is mgr. The capacity of the new mills is 1200 bbls.

Hutchinson, Kan.—E. A. Mowery, pres. and mgr. of the Hutchinson Grain Co., is now doing Y. M. C. A. work in France. C. W. Colby, sec'y, is in charge of the business until Mr. Mowery returns.

Holyrood, Kan.—We are building an elvtr. at the first station west of this point on the Santa Fe extension. I will manage both elvtrs. from this station.—Sherman Andrea, mgr. The Holyrood Grain & Supply Co.

Arkansas City, Kan.—Ralph C. Snowden has succeeded Andrew J. Hunt, deceased, as pres. of the New Era Milling Co. Philip M. Clark has been elected sec'y and treas., the position formerly occupied by Mr. Snowden.

Kansas City, Kan.—The Patterson-Ismert Wheat Process Co. has been granted a charter, the incorporators being Theodore Ismert, of the Ismert-Hincke Milling Co. of Kansas City, Curtis J. and Mary A. Patterson. It is capitalized at \$2,000.

Topeka, Kan.—Decrees of the Kansas Supreme Court, which upheld the validity of the state law of 1915, requiring the licensing of commission merchants selling farm produce and holding that they apply to those dealing in grain, have been upheld by the United States Supreme Court.

Topeka, Kan.—On account of the dates formerly mentioned for holding our annual meeting, May 22nd and 23rd, interfering with the meeting of the Oklahoma Grain Dealers Ass'n, May 21st and 22nd, the Board of Directors have changed the dates of our meeting to May 27th and 28th, at Hutchinson, Kan.—E. J. Smiley, sec'y Kansas Grain Dealers Ass'n. Don't forget the dates. May 27th and 28th.



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GRAIN COMMISSION
MILWAUKEE

Salina, Kan.—The estimated cost of rebuilding the part of the elvtr. of the Western Star Mills Co., which was damaged by fire recently, is \$1700. About 1500 bus. of wheat had to be sold at a loss.

Topeka, Kan.—Jas. Dunnigan has brought suit for damages in the amount of \$10,000 against A. Boyce Forbes and the Forbes Milling Co., which operates an elvtr. Early this year, the Forbes Company charged Dunnigan with stealing 1500 burlap sacks worth \$500 from its plant, but after a trial, the court declared the evidence insufficient and Dunnigan was discharged. He claims that because of his arrest his feed business has been injured, and he has been caused great mental suffering.

New members of the Kansas Grain Dealers Ass'n are: L. L. Johnson, Bala; W. H. Morrison, Stockton; Calvert & Kelley, Muscotah; F. W. Hall & Co., Hoyt; W. J. Dyer, Lacygne; Farmers Union Co-operative Ass'n, Everest; Farmers Co-Oper. Grain & Mercantile Co., Kipp; Farmers Co-Operative Grain Milling & Merc. Co., Alden; Farmers Grain & Supply Company, and Friesen Grain Co., Tampa; Freeman Grain Co. and C. R. Latta Grain Co., Salina; Herington Farmers Union Ass'n, Herington; Farmers Co-Oper. Merc. Ass'n, Lost Springs; Latimer Co-oper. Far. Union, Latimer; Sunflower Grain Co., Wichita; and Ft. Scott Grain & Imp. Company, Ft. Scott.

Brewster, Kan.—The death of J. M. Kellogg, which occurred Dec. 5, at Denver, Colo., marks the passing of one of the pioneer grain men of the Middle West. Mr. Kellogg entered the grain business with his father at Beatrice, Neb., in 1880, and with the exception of one year continued in it until the time of his death. When the range cattle were removed to new pastures from the plains of Western Nebraska, Mr. Kellogg built elevators in the new settlements at Naponee, Culbertson and Stratton, and in 1890 moved to the latter place. He continued to operate at Stratton until 1910 when he decided to retire and sold his business to his nephew in Denver. He was unsuited to a quiet life, however, and after a year re-entered the grain business operating elevators at Colby and Brewster, Kan., the latter still being in his possession at the time of his death. Mr. Kellogg was a man of great strength of character who retained a cheerful outlook on life whether fortune smiled or frowned. His was a kindly helpful disposition and whether money was plentiful or scarce, he was always ready to assist his friends to the utmost of his ability. He is survived by his wife, a son, J. M. Kellogg, jr., and a nephew, O. M. Kellogg, of Denver, who was reared in his home. Interment was at his old home at Beatrice, Neb.

KENTUCKY

Herndon, Ky.—A small elvtr. and a new wheat and corn mill belonging to J. S. and L. Lycan were burned. Loss \$25,000.

Henderson, Ky.—The Baskett Grain Co. is the name of a new firm the members of which are Thos. Baskett and Joe Higdon. A new elvtr. has just been completed and a warehouse is almost finished. The equipment is entirely up to date, electricity being the operating power. Mr. Higdon has been connected with the Henderson Elvtr. Co. for a number of years.

LOUISIANA

New Orleans, La.—The name of the Grain Brokerage and Forwarding Agency which has been conducted for several years by Chas. M. Rodd has been changed to Chas. M. Rodd & Co. New members of the firm are Jos. A. Richard, who has been associated with Mr. Rodd for some time past, and Sterling Armstrong, who has been cashier of a local bank.

MARYLAND

Breathedsville, Md.—C. E. Routzahn, grain dealer, has completed the erection of a large addition to his elvtr. which he will use as a mill. It will be known as the Monorodo Mill.

BALTIMORE LETTER.

Thorburn A. Bixler has made application for membership in the Chamber of Commerce.

The Chamber of Commerce has notified its grain inspectors who have been in the service that their old positions are open to them as soon as they are discharged.

On Dec. 12 Lieut. J. Murdoch Dennis, of the Flying Corps of the Navy, appeared in the Chamber of Commerce for the first time in six months. He has been serving as instructor in aviation in France.

The following have been nominated for directors in the Chamber of Commerce to be voted on at the election the last Monday in January: W. Leroy Snyder, Chas. W. Wells, Edward T. Sheil, Jr., W. F. Macneal, and A. W. Mears.

The nominating com'te of the Chamber of Commerce has posted the following ticket to be voted on at the annual election: A. W. Mears, W. F. Macneal, Edward T. Sheil, Jr., W. Leroy Snyder and Charles W. Wells.

Hiram G. Dudley, of the firm of Dudley & Carpenter, grain commission merchants, and one of the oldest members of the grain trade, died recently. For years he was chairman of the wheat com'te of the Chamber of Commerce.

Geo. S. Jackson has returned from London where he has been since last July as representative of the government on the Allied Food Commission. While abroad, in addition to being wheat executive, Mr. Jackson served as sec'y on various councils.

MICHIGAN

Edmore, Mich.—The Edmore Grain & Lumber Co., incorporated, capital stock, \$15,000.

Rudyard, Mich.—R. J. Forgrave has purchased a site and will build a new mill to cost about \$10,000.

Detroit, Mich.—Geo. M. West, for many years in the brokerage business, died recently of spinal meningitis, after a very brief illness. He had been a resident of Detroit since 1891.

Hartford, Mich.—The Hartford Gleaners Co-operative Elvtr. Co., Ltd., successors to Edw. Finley, will install a feed mill and put new bearings and belting in its elvtr. —R. W. Conklin, mgr.

Owosso, Mich.—The Isbell Bean Co. of Detroit has bot the elvtr. formerly operated by Fred Welch. J. C. Sly of Rose City will be mgr. Mr. Welch will continue in the wholesale grain business which he has built up.

Pierson, Mich.—We have plants at Harvard, Trufant, and the Howard City Grain Co. plant at Howard City. All are operated by local superintendents and the accounting is taken care of at this point. —W. G. Griffin, Pierson Elvtr. Co.

Schoolcraft, Mich.—Knappen Bros. are no longer in business. We began business early in December of this year under the firm name of Carpenter Bros. We have no connection with the Carpenter Grain Co. of Battle Creek, Mich.—J. A. Carpenter.

Port Huron, Mich.—The Farmers Elvtr. owned by the McMorran Milling Co., together with several thousand bushels of wheat, oats, buckwheat and rye, was practically destroyed by fire the night of Dec. 13. Some of the grain can be salvaged, but the loss will total something like \$50,000, partially covered by insurance.

Hamilton, Mich.—The Kolvoord Milling Co., operating an elvtr., whose plant burned recently, has purchased the building occupied by the Drenth, Hamilton Canning Co. and as soon as conditions in the supply market permit, will convert it into a flour mill. Machinery for grinding feed will be installed at once. Members of the company are John Kolvoord, John Kolvoord, jr., of Hamilton and Albertus Kolvoord, and James H. Fairfield of Allegan.

MINNESOTA

Watkins, Minn.—J. H. Blackletter is the new buyer for the Osborne McMillan Elvtr. Co.

Kennedy, Minn.—We expect to make some repairs at our plant next summer.—Kennedy Grain & Supply Co.

Hendrum, Minn.—Repairs are being made on the foundation of the elvtr. operated by the Co-operative Elvtr. Co.

Cloquet, Minn.—Our plant and all of our records were burned in the forest fire, Oct. 12.—St. Louis River Mercantile Co.

Duluth, Minn.—The McCaull-Webster Elvtr. Co. has been admitted to corporate membership on the Board of Trade.

Broton, Minn.—W. H. Wilson of Minneapolis has bot the elvtr. formerly operated by C. Steinkopf here, instead of at Brocton.

Mabel, Minn.—The Mabel Elvtr. Co. has installed a new electrically operated feed mill with a capacity of 70 sacks per hour in its plant.

Dassel, Minn.—There is a possibility that the Farmers Elvtr. Co. will reorganize on a strictly co-operative basis. A new plant is to be built.

Willmar, Minn.—The foundation has been laid for the new warehouse which the Willmar Farmers Co-operative Co. is adding to its plant. The new building is 70 x 100 ft.

Elizabeth, Minn.—Residents of Elizabeth are planning to buy the mill site and dam of the Pelican River Mill and elvtr. which burned some time ago, and erect a new building.

Hills, Minn.—The new elvtr. which the Hills Mercantile Co. has been building is completed. It has a capacity of 30,000 bus. and is a thoroughly up-to-date house. Christian Moe is mgr.

St. Cloud, Minn.—Have just completed our new 250-bbl. wheat mill, 150-bbl. cereal mill and 40,000-bu. elvtr. giving 100,000 storage, all concrete and steel. We will start operating Jan. 1. The cost is \$100,000.—The H. O. Ervin Co.

Otisco, Minn.—A meeting for the purpose of organizing a Farmers Elvtr. Co. which will take over the elvtr. of Everett, Aughenbaugh & Co. will be held shortly. This elvtr. has been closed. C. W. Bingham, former buyer, has gone to another part of the state.

Duluth, Minn.—Newly elected members of the Board of Trade are E. F. Carlston, W. A. Anderson, Geo. Gackle, J. L. McCaull and G. H. Labatt. The following memberships have been transferred: E. H. Conkey, M. C. Rheinberger, W. A. Dunwoody, G. M. Charles, O. E. Harris and W. A. Fennemer.

St. Paul, Minn.—Minnesota, following the good example set by Illinois, is planning to pull herself out of the mud by submitting to the legislature next month, a program for road building which will connect all the county seats in the state with hard surfaced highways. The plan includes a trunk highway system 6,000 miles in length to be built and maintained by the state with motor license money and federal aid. The constitutional amendment which alone can make this plan possible, will be voted on at the election in 1920. The plan includes the utilization of hard roads already constructed and roads which will be built under the existing county road system and which will serve as laterals to the trunk system. The plan will be submitted to the legislature by Chas. M. Babcock, Minnesota Commissioner of Highways.

MINNEAPOLIS LETTER.

G. W. Keller died recently. Mr. Keller was formerly chief clerk in the state grain weighing department. He was 55 years old.

Great Western Elvtr. No. 2 and Minneapolis Malt House have been made regular by the Board of Directors of the Chamber of Commerce at a meeting held Dec. 10. This was done at the request of the Hales-Edwards Co.

L. N. Ritten, for many years in the grain business, has gone into the grain commission business on his own account.

MISSOURI

Oran, Mo.—The Oran Grain Co. has discontinued business.—P.

Kirkville, Mo.—The Gibbs Lumber & Coal Co. has moved its plant from Gibbs to this place.—P.

Jackson, Mo.—Machinery has been installed in the new corn mill which the Cape County Milling Co. is building.

Olean, Mo.—We have taken over the business of the Olean Grain Co. and also that of Miller & Goodman.—Olean Milling Co.

Springfield, Mo.—The Link Milling Co. has built a new mill to replace the one burned last July. Its elvtr. was not damaged by the fire.

St. Joseph, Mo.—Albert J. Schmitz, at one time with the Mid-West Grain Co., more recently of the Wichita Grain Exchange, died of double pneumonia.

Tarkio, Mo.—I am contemplating making a number of improvements in my elvtr., among them being the installation of a car mover, electric motors, a sheller and new spouting.—R. L. Gross.

Adrian, Mo.—We have been delayed in building our elvtr. and storage house, but work is progressing satisfactorily now. We will not be able to start business for some time.—John Dever, pres. Adrian Elvtr. S. & S. Co.

Boonville, Mo.—Our milling property consisting of a 120,000-bu. mill and elvtr. here and warehouses at Blackwater, Billingsville, Lamine and Merna, Mo., with capacities ranging from 8,000 to 12,000 bus., was sold recently to the Boonville Mills Corporation.—Sombart Milling Co.

St. Joseph, Mo.—The license issued to the Gunnell-Windle Grain Co. by the Food Administration has been revoked until further notice. The order became effective Dec. 2. The company was licensed as wholesale jobber and commission merchant of wheat, barley, oats, corn, cottonseed cake and cottonseed meal.

Schell City, Mo.—W. H. Hurley is not operating here now. J. Boatright & Son have gone out of business. The Zener Milling Co. made a trade and the mill has been idle for more than a year. Fred Maus is agt. for the Mead Grain Co. and C. S. Marquis is agt. for Moss & Ewing. I am handling seeds on a small scale.—H. G. Mosher.

St. Joseph, Mo.—Thos. J. Slattey, sec'y of the Grain Exchange, is editor of the Daily Market Bulletin which the Exchange is publishing under authority of the War Industries Board. It contains a record of the St. Joseph grain market together with quotations from St. Louis, Kansas City, Chicago and Omaha. The business of the Exchange has increased to such an extent that a new blackboard for quotations has been added.

KANSAS CITY LETTER.

Mrs. Jessie L. Morrison, wife of R. T. Morrison, of the Morrison Grain Co., died recently of pneumonia.

It is denied that Paul Uhlmann, mgr. for the Terminal Elvtrs. Co., a branch of the J. Rosenbaum Grain Co. of Chicago, has resigned, as has been rumored.

James M. Russell, pres. of the Russell Grain Co., who was attending an officers' training school at Camp Pike, has been discharged and has returned home.

After Jan. 1, the Wm. G. Dilts Jr. Co. will be known as Dilts & Morgan, the new member being L. J. Morgan, who has been with the company the past few years.

The Atlas Cereal Co., which lost one of its elvtrs. in a recent fire, still has two buildings neither of which was damaged. One of these is a new ten story elvtr. now under construction.

"The Angelus," which began to be observed before the armistice was signed, appears to have become a permanent custom at the Board of Trade as the min-

ute of silent prayer is still a daily ceremony.

L. A. Fuller, sec'y of the Thresher-Fuller Grain Co., will leave that firm the first of the year and with his son, W. W. Fuller, will organize the Fuller Grain Co. R. J. Thresher, pres. of the Thresher-Fuller Grain Co., will continue its business.

E. D. Bigelow, for the past 21 years sec'y of the Board of Trade, celebrated his 80th birthday Dec. 5. In honor of the occasion, the members prepared a surprise for him in the form of a handsome present. Mr. Bigelow is said to be the oldest sec'y of a grain exchange in the United States, and enjoys excellent health.

J. G. Goodwin, federal supervisor of elvtrs., has approved the new schedule of handling charges which the Elvtr. Men's Ass'n has submitted, and which is more favorable to the small shipper than the one recently cancelled by the Railroad Administration. The new charges are: Instead of 1c a bushel for transferring grain in and out with 10 days' free storage, the fee will be $\frac{1}{2}$ c with insurance against fire. On this, no rebates are to be demanded on grain transferred from Sept. 5 on at the 1c rate. Direct transfers will be $\frac{1}{2}$ c a bu.; storage after the first ten days, one-thirtieth of 1c a day with insurance; ordinary cleaning, $\frac{1}{4}$ c a bushel; mixing, $\frac{1}{4}$ c a bushel; clipping oats, $\frac{1}{2}$ c a bushel; drying, from $2\frac{1}{2}$ to 5c; turning in the bin, $\frac{1}{4}$ c a bushel. An extra charge of 1c a bushel will be charged for unloading sacked grain, \$5 extra for unloading bulkhead cars and \$10 extra for unloading coal cars. All shrinkage is to be stood by the owner of the grain.

ST. LOUIS LETTER.

Edwin L. Foell, of the grain firm of Foell & Co., died a short time ago after a brief illness, aged 29 years.

David E. Stott of the David E. Stott Flour Mills Co., Detroit, Mich., has been admitted to membership in the Merchants Exchange.

Maxwell Bryant, the 18-year old son of Tilghman Bryant, well known to the grain trade, died two weeks ago of bronchial pneumonia.

Angus A. Clark, former mgr. of the St. Louis Grain Clearing House, is now traveling auditor for the U. S. Food Administration Grain Corporation.

Ward Smith is the new mgr. of the grain commission department which the Hunter-Robinson-Wenz Milling Co. has recently formed. He was formerly with the J. H. Teasdale Commission Co.

A suggestion that a fund be set aside in the proposed municipal bond issue for the construction of a large modern concrete grain elvtr. and warehouse on the river front was submitted by W. J. Edwards & Co. to the Citizens Com'te appointed by Mayor Kiel to prepare the items to be included in the bond issue. No estimated cost was given.

MONTANA

Miles City, Mont.—The Food Administration has revoked the license of Snell Bros., grain dealers.

Boyd, Mont.—Jos. H. Taylor, mgr. for the Treasure State Grain Co., died at Red Lodge, where he had been taken for treatment for influenza.

Cut Bank, Mont.—I have resigned my position as agt. for the Montana Equity Elvtr. Co. at Norris, and am now located at this point.—T. J. Sollom.

Billings, Mont.—I have resigned my position as agt. for the Treasure State Grain & Seed Co. at Roberts and am now with the Farmers Elvtr. Co. at this point.—G. B. Ladd.

NEBRASKA

Phillips, Neb.—The new elvtr. erected by the Farmers Elvtr. Co. is now in operation.

Beatrice, Neb.—I have resigned my position with Black Bros. Elvtr. Co.—Archie E. Ames.

Avoca, Neb.—The Avoca Elvtr. Co. is remodeling its plant.

Big Spring, Neb.—The new concrete elvtr. being erected by the Farmers Elvtr. Co. will soon be in operation.

Pierce, Neb.—Boche Bros. Grain Co. has sold its blacksmith shop and will devote its entire time to the grain business.

Wayne, Neb.—The Crowell Lumber & Grain Co. has bot the elvtr. of G. A. Lamerton, who will be employed as mgr.

Leshara, Neb.—Leshara Farmers Elvtr. Co. incorporated; capital stock, \$20,000. A. W. Christenson, pres.; C. R. Bishop, sec'y.

Huntley, Neb.—The Huntley Equity Exchange will employ a successor to J. A. Brown, former mgr. of its elvtr., who resigned.

Wayne, Neb.—The scaffolding around the new elvtr. being built by the farmers, broke resulting in injury to some of the men, but no one was killed.

Douglas, Neb.—Frank Bartling will soon make a number of repairs on his elvtr. after which he will be ready to handle grain. Jake Deitz is his new mgr.

Platte Center, Neb.—The Farmers Union Co-operative Co. incorporated; capital stock, \$25,000; incorporators, E. J. Mark, M. J. Hamling, Jos. Mark and Herman Ulaymon.

Brainard, Neb.—Albert Hajek has resigned his position with the Farmers Elvtr. Co. His place and that of Louis Tomek are being filled by James Maily and Joe Markitan.

Wilsonville, Neb.—A Farmers Equity Exchange has been incorporated with 125 stockholders. The plan is to open a store first and later to take over the elvtr. of the Farmers Elvtr. Co.

Abdal, Neb.—The Farmers Union Elvtr. Co. is building a warehouse 20 x 40 feet, preparatory to handling mill feed, flour, salt and cement. It will also install a grinder for grinding feed, corn meal and graham.—Anton Damin, mgr.

Monroe, Neb.—C. O. Hart, who for more than nine years has been mgr. of the elvtr. now operated by the Monroe Farmers Ass'n, but which was formerly owned by the Omaha Elvtr. Co., has resigned. He is succeeded by Walter Schram.

Walthill, Neb.—The North elvtr., formerly owned by D. A. Aitkin of Sioux City, has been sold to the Holmquist Grain & Lumber Co. of Omaha which operates a large line of elvtrs. and lumber yards in the state. J. L. Irby will continue as mgr.

Waterloo, Neb.—We are undecided as to what we will build or when we will replace our elvtr. which burned some time ago as everything is so high and labor is so scarce. Do not think we will do anything this fall.—A. R. Young, mgr. Waterloo Elvtr. Co.

Spelts sta. (Ord p. o.), Neb.—The elvtr. which I recently bot of the H. O. Schaaf Grain Co. has a capacity of 25,000 bus. This is a good grain country and popcorn is a specialty. I am also a stockholder in the Farmers Grain & Supply Co. at Ord.—Frank S. Kull.

Clatonia, Neb.—The Farmers Elvtr. Co. is erecting a 25,000-bu. cribbed, ironclad elvtr. with concrete hoppers, 2 stands of elvtrs., 6x11 buckets, Richardson Automatic Shipping Scale, Fairbanks Wagon Scale, 10-h.p. gas engine, separator, manlift and Hail Distributor.

Phillips, Neb.—Our new 20,000-bu. elvtr. is completed, but the railroad has not yet laid the siding so we are compelled to use the old house until we get trackage. The building is ironclad and has a flour and feed house attached. The concrete engine room is detached.—L. A. Laughlin, mgr., Phillips Grain Co.

Gering, Neb.—We expect to erect a new 25,000-bu. house to replace our plant which burned some time ago, as soon as prices are more reasonable. Labor costs are prohibitive under existing conditions, and one had better forego the business for a time rather than pay them.—Walrath & Sherwood Lumber Co.

Bushnell, Neb.—The 30,000-bu. elvtr. operated by the Farmers Co-operative Association was being overtaxed to such a degree that it became necessary to build a new one so a new company was organized, with a capital stock of \$25,000 and a 50,000-bu. elvtr. erected. It is up to date in every particular and is equipped with scales, a dump for trucks, facilities for cleaning all kinds of grain, and is operated and lighted by electricity.

OMAHA LETTER.

Joe E. Barton leaves the Union Pacific the last of this month to become assistant traffic mgr. for the M. C. Peters Mill Co.

The Scouler-Bishop Grain Co., of Kansas City, with offices at Kansas City and Superior, has opened a branch office in Omaha and will do a general commission and merchandising business. I am mgr.—F. E. Swett.

Omaha, Neb.—V. G. Kropf is the new mgr. for the Maney Commission Co. and Frank Foltz of Oklahoma City is mgr. for the Maney Grain Co. Both of these plants are branches of the Maney Milling Co., of which H. K. Schafer is general mgr.

Boyd Carey, at one time in the Inspection Department of the Omaha Grain Exchange and later with the Nye-Schneider-Fowler Grain Co. of Omaha, enlisted in the marines last spring and was severely wounded on the western front soon after his arrival in France. He is now in a reconstruction hospital in Brooklyn where he is having a number of operations on his face. Before long he expects to be able to return to Omaha. He did gallant work in the cause of the allies and will re-enter the grain business as soon as he has sufficiently recovered.

NEW ENGLAND

Boston, Mass.—I am no longer in the grain business.—A. I. Merigold.

Brattleboro, Vt.—Bert Mundell, mgr. for the Valley Grain Co., is moving here from Chesterfield.

Marlboro, Mass.—Miss Georgiana Ives, bookkeeper for the Marlboro Grain Co., is recovering from an attack of influenza.—S.

Charlton, Mass.—The Bond Grain Co. has increased the capacity of its yard by enlarging its grain and coal storage buildings.—S.

Providence, R. I.—Hainsworth Keighley, a hay and grain dealer, died recently after an illness which lasted two years. He was 59 years old.

West Brookfield, Mass.—Alfred R. Brigham, general mgr. of the store of the Cutler Grain Co. died Dec. 16 of pneumonia, aged 53 years.—S.

Weymouth, Mass.—Fire caused \$2,500 damage to the office building and grain storehouse of A. J. Richards & Son, dealers in coal and grain.

Charlton, Mass.—Geo. W. King, grain dealer, has sold his property to Charles Adams of Worcester and has bot a large farm at North Brookfield.—S.

Sunderland, Mass.—Luther C. Warner, who was for many years in the grain and coal business with his brother under the firm name of Warner Bros., died recently.

West Brookfield, Mass.—Wm. Bryan, 34 years old, ass't at the West Brookfield Branch of the Cutler Grain & Coal Co., died Dec. 3 of pneumonia following an attack of influenza.

Taunton, Mass.—Word has been received of the death of Andrew L. Jencks, formerly bookkeeper for the Taunton Grain Co., which occurred in France early in October. The direct cause was pneumonia.

Boston, Mass.—The following officers have been elected by the executive com'te of the Grain Board of the Chamber of Commerce: Richard E. Pope, chairman; Albert K. Tapper, vice-chairman; Warren G. Torrey, treas. Members of the Com'te on Transportation are Albert K. Tapper, Chairman; Andrew L. O'Toole and Harry N. Vaughn. Matters of great importance to the grain trade will soon be taken up by the com'te.

Boston, Mass.—W. T. McLaughlin, head of the grain firm of W. T. McLaughlin & Co., has been elected to membership in the Boston Chamber of Commerce and on the Grain Board.—S.

Clinton, Mass.—A big 5-ton Packard motor truck belonging to T. Campbell & Co., dealers in grain and flour, fell thro the bridge over the Nashua River when the flooring gave way. The water was low but both the truck and its contents were badly damaged. Edward Dictacio, a helper, was injured.—S.

Narragansett Pier, R. I.—The grain mill and new storehouse of the J. C. Tucker Co. were burned Dec. 3 entailing a loss of \$10,000. This is the second fire within two months, damage to the amount of \$40,000 having been done early in November. The plant is the property of the heirs of the late Augusta G. Hazard. J. E. Lamphear is mgr.—S.

Collinsville, Conn.—Henry J. Schwab who purchased a local coal and insurance business some time ago has become a member of the Case-Woodruff Corporation which recently bot the business of the Collinsville Grain Co. Mr. Schwab will retain his insurance business, but will be in charge of the coal business of the new firm which will be known as the Case-Schwab Corporation.

Boston, Mass.—At the annual meeting of the grain board of the Chamber of Commerce the following were elected members of the executive com'te: George W. Eddy, Herbert K. Hammond, James T. Knowles, Alex S. MacDonald, Andrew L. O'Toole, Richard E. Pope, Charles A. Rache, Arthur L. Robinson, Frank E. Sands, Albert K. Tupper, Warren G. Torrey and Henry P. Van de Bogert Jr.

NEW YORK

New York, N. Y.—Wm. E. Braid, of Potter & Braid, has resigned his membership in the Produce Exchange.

New York, N. Y.—Paul H. Vilmar, export mgr. for James Carruthers & Co. of New York, Montreal and Winnipeg, has resigned his position. Mr. Vilmar gave as his reason for this step, dullness in civilian export trade as a result of the war.

Buffalo, N. Y.—The plant of the Oswego Milling Co. at Oswego was destroyed by fire last July. This company has now changed its name to Black Rock Milling Corporation and has bot the plant of the John Kam Maltng Co. I will be mgr. for the new company.—Wm. F. Pohle.

Buffalo, N. Y.—The Marine Elvtr. Co. is having a survey made of its property on the river front with a view to the construction of its new grain elvtr. which has been contemplated for some time and which will probably be built in the spring. The capacity of the new house will be 2,000,000 bus. It will be of reinforced concrete and will be equipped with the most modern appliances. The cost will be between \$500,000 and \$1,000,000, depending on the cost of labor and materials. At present there are 16 elvtrs. with a capacity of 18,000,000 bus.

NORTH DAKOTA

Crosby, N. D.—Axel Sorbo has bot the interest of his brother M. N. Sorbo in the elvtr.

Adrian, N. D.—The Adrian Equity Elvtr. Co. has succeeded the Occident Elvtr. Co. at this point. I am mgr.—S. A. Dale.

Jamestown, N. D.—Geo. Game, senior member of Geo. Game & Son, and mgr. for the Farmers Elvtr. Co., died of influenza.

Harlow, N. D.—The Osborne-McMillan Elvtr. Co. contemplates adding a flour mill to its equipment.—Ing Iverson, Buyer.

Ree, N. D.—The Bismarck Elvtr. & Inv. Co. has a 50,000-bu. elvtr. here, but it is not in operation this season.—W. O. Basford.

Devils Lake, N. D.—John Guttormson, traveling representative of the Monarch Elvtr. Co., died the latter part of November, of pneumonia.

Werner, N. D.—The Equity Elvtr. & Trading Co. will put in new belting and add a dust collector to its equipment.—C. B. Howard, mgr.

Leonard, N. D.—The elvtr. of the Great Western Grain Co. burned recently together with several thousand bushels of wheat and other grain.

Derrick, N. D.—I have moved from Grand Forks, N. D., and am now buyer for the Derrick Grain Co., having succeeded Jerry Bertelson.—Arthur C. Ellison.

Park River, N. D.—Alex. Ford, mgr. and part owner of the Community Flour & Grain Co., received what may prove to be fatal injuries when he was caught in the elvtr. shaft while adjusting the belt.

Wales, N. D.—Joseph Heille died recently of influenza. He had been employed by various firms and in 1916 he bot an elvtr. and engaged in business for himself. His grain interests have been taken over by C. H. Vance.

OHIO

Hamilton, O.—I expect to install fire barrels in my 10,000-bu. elvtr.—Cass M. Elliott.

Hamilton, O.—The plants of the American Maltng Co. and Edw. Shongren Maltng Co. are both closed.

Thorp's sta. (Springfield p. o.), O.—I have a portable elvtr. at the present time, but may build when conditions settle down again.—Wm. H. Craig.

Uniopolis, O.—F. J. Rinehart, mgr. for the Rinehart Grain Co., has been quite ill with influenza. His wife and children have also been suffering from the same disease.

Woodville, O.—The elvtr. operated by W. H. Bruns, which contained 30,000 bushels of wheat, was saved with great difficulty when the Bruns general store burned.

Circleville, O.—We are planning to add to our elvtr. equipment a new dump, new buckets, a car puller, a man-lift and moisture testers.—H. M. Crites, proprietor, H. M. Crites & Co.

St. Louisville, O.—Mrs. Verna May Sinsabaugh, wife of Fred B. Sinsabaugh of Sinsabaugh & Son, grain dealers, died recently aged 33 of pneumonia. Her husband, and four children survive.

Pleasant Corners sta. (Grove City p. o.), O.—I now operate the elvtr. formerly owned by Raymond Grant on the Baltimore & Ohio Ry. There is no other elvtr. at this point.—Robert B. Snow, Circleville, O.

Weston, O.—We have made improvements in our plant which cost \$7,000. We have increased the capacity to 16,000 bus., covered the building with steel roofing and have installed a new drier and full electric equipment.—C. S. Garster, Mgr. Rural Grain Co.

Vanlue, O.—The Vanlue Grain & Supply Co. has built a 10,000-bu. cribbed addition to its elvtr. covered with galvanized steel siding and has put on a slate roof. It has also installed an additional elvtr. leg and U. S. machinery.

Fremont, O.—The Fangboner Seed Co. is installing two stands of elvtrs., two conveyors for unloading from cars and a conveyor in the cupola which increases considerably the handling capacity of the house. The work is being done by the Efficient Erecting Co.

Greenville, O.—The Greenville Milling & Elvtr. Co. will make a number of improvements in its plant. Among other things will be the installation of an attrition mill, a bag closing machine, new belting, a gas or kerosene engine, new scales and storage tanks.—Floyd Kerwood, sec'y-treas.

Greenville, O.—A new firm, Cole, Morgan & Anderson, has taken over two elvtrs. here. One has formerly been operated by Gen. Nagel who some time ago took over the interest of John Miller of the firm of Miller & Nagel and the other has been operated by Wenrick & Mote. Members of the new firm have heretofore been residents of Indiana.

McClure, O.—The McClure Elvtr. of which I am mgr. expects to install a new separator.—John M. Miller.

Celina, O.—E. M. Dull, mgr. for the Model Milling Co., is mourning the death of his wife, Mrs. Ida Phellis Dull, who passed away recently. She was in her 35th year. The greater part of her life was spent in Celina where she was active in all good works. Her loss is felt, not only by her husband, her three small sons and her parents, but by the whole community.

CINCINNATI LETTER.

The elvtr. of the A. C. Gale Grain Co. is closed while new equipment is being installed and other improvements made.

The offices of the Eikenberry-Fitzgerald Co. are now on the tenth floor of the Carraw Bldg., having been moved from Hopkins St. and President Place.

Directors of the Grain & Hay Exchange have decided to hold their usual New Year's celebration. The following nominating com'te was named by E. A. Fitzgerald, pres.: C. S. Custer, F. B. Edmunds, Lon McGlaughlin, George Keller and G. E. Linder.

The Chamber of Commerce thru executive sec'y, C. R. Hebble has made arrangements for the renewal of grain inspection which has not been in force since last spring when the grain trade withdrew and formed an independent organization. Andrew Duddy is the new inspector. The change was brought about by the Birmingham-Hewitt-Scholl Co. which came here recently from Indianapolis and took over the Stafford elvtr. Heretofore, practically all arrivals of grain have been inspected by Geo. F. Munson, chief inspector of the Grain and Hay Exchange.

On Tuesday, Dec. 31, the Grain & Hay Exchange will hold its annual dinner which marks the close of the year and also the end of the war. It will be held at one of the large hotels and members and their guests will number 250. Among other numbers on the program, will be a vaudeville sketch by members of the Exchange. Alfred Gowling is chairman of the Entertainment Com'te and he will be assisted by Wm. R. McQuillan, E. B. Terrill, W. A. Van Horn and H. B. Wess.

Following are the names of the members of the nominating com'te appointed at the monthly meeting of the Hay & Grain Exchange to name candidates to be voted on at the January election: C. S. Custer, F. B. Edmunds, Lon McGlaughlin, Geo. Keller, Edward Linder. Ten candidates will be nominated, five of whom will be elected. The business of the new exchange has grown to such proportions that a revision of the by-laws is necessary and the com'te appointed to attend to this is made up of the following: Frank F. Collins, H. Edward Richter, and John H. Dorsel.

TOLEDO LETTER.

Toledo, O.—C. O. Schaaf, of H. W. De Vore & Co., is authority for the statement that it is impossible to buy oats in Northern Indiana, and elvtrs. are bidding \$2.15 for corn because with \$17.50 hogs, farmers are feeding both corn and oats.

Toledo, O.—The hay recompressing plant of the Raymond P. Lipe Co. and 2,000 tons of hay burned the latter part of November entailing a loss of about \$76,000. The hay was for overseas shipment on government order. It was a total loss, but the building and equipment was covered by insurance. The plant will be rebuilt and will be ready for operation by the first of the year.

Toledo, O.—Arrangements have been completed by the directors of the Produce Exchange for the inspection of beans under the grading rules of the Michigan Bean Jobbers Ass'n. This action was taken at a special meeting. G. K. Gehring, of Chat-terton & Sons Co. will act, temporarily, as inspector and instruct the regular grain inspectors in the work.

OKLAHOMA

Muskogee, Okla.—The Bower-Venus Grain Co. is succeeded by the H. J. Venus Grain Co.—H. J. Venus.

Lucien, Okla.—We have built a warehouse for storing mill feeds.—W. W. Black, W. W. Black Grain Co.

Heavener, Okla.—The Fort Smith (Ark.) Grain Co. has opened an office here under the name of A. Johnson & Co.

Yewed, Okla.—The Farmers Grain & Supply Co. will build a combined warehouse and grinding room in the spring.—J. W. Bowles.

Guthrie, Okla.—The Guthrie Mill & Elvtr. Co. has increased the capacity of its plant by building an 80,000-bu. concrete storage warehouse.

Quinlan, Okla.—The Quinlan Farmers Grain & Supply Co. incorporated; capital stock, \$15,000; incorporators, J. F. McFadden, W. E. Stark, and C. E. Willier.

Oklahoma City, Okla.—After ten years' experience in transacting business for various grain firms, C. A. Polson has gone into business on his own account under the name of C. A. Polson & Co. He will specialize in Northern accounts.

Bartlesville, Okla.—A special com'te has been appointed by the Chamber of Commerce to collect the \$2,500 bonus guaranteed the Turner Co. for building a grain elvtr. which was completed in September. The com'te is composed of R. J. Daugherty, A. C. Easter, and F. E. Thurman.

OREGON

Portland, Ore.—Contracts for the construction of the new 1500-bbl. flour mill which the Globe Grain & Milling Co. will build, will be let the first of the year. The new building will be of reinforced concrete, five stories high and will cost \$150,000. It will be located adjacent to the company's plant near the east approach to the Steel bridge.

Portland, Ore.—Action on the harbor development project of the Commission of Public Docks may be delayed, but night as well as day forces are engaged in rushing the grain elvtr. and big concrete bins at the end of Pier 1 which are now about half completed. There are 99 bins, 63 having a diameter of 15 feet, the smaller ones being interstices bins. Over the main section of Pier No. 1, will extend a gallery in which will be installed conveyors for taking wheat to the sacking bin on the dock. Underneath this will be another conveyor which will carry sacked wheat from the steamers to the elvtr. to be cleaned.

PENNSYLVANIA

Pittsburgh, Pa.—Samuel Creighton Graham, for many years in the wholesale grain and feed business, died recently, aged 62 years. He was a member of the Chamber of Commerce and a number of social and fraternal organizations.

Philadelphia, Pa.—The question of increasing the elvtr. capacity of this port was discussed recently at a meeting of grain and shipping interests. A sub-com'te will be appointed whose duty will be to urge the construction of elvtrs. which will increase the capacity two or three million bushels.

SOUTH DAKOTA

Letcher, S. D.—The elvtr. of the South Dakota Grain Co. has been repaired.

Hudson, S. D.—The Hunting Elvtr. Co. has been making numerous repairs on its elvtr.

Delmont, S. D.—The elvtr. operated by Leroy Booher has been undergoing repairs.

Woonsocket, S. D.—Repairs on the elvtr. of the South Dakota Grain Co. are now completed.

Stickney, S. D.—The elvtr. of the Hunting Elvtr. Co. has been repaired and is now in good working order.

Elk Point, S. D.—C. Enright has succeeded Ross McKenzie of Jefferson as mgr. for the elvtr. operated by the Wm. Slaughter Grain Co.

Lennox, S. D.—The firm of Van Bockern & Bossman is no longer in the grain business.—Jake Bossman, former mgr.

Armour, S. D.—The offices of the Carlson Elvtr. Co. were wrecked by the explosion of gasoline in an adjoining building.

Crooks, S. D.—The New Hope Co. has changed its name and is now known as the Crooks Grain Co.—G. A. Crooks, mgr.

Glenham, S. D.—F. G. Pangburn, formerly agt. for the Pacific Elvtr. Co., at Wecota, is agt. for the Bagley Elvtr. Co.—Wm. G. Meyers.

Miller, S. D.—I have resigned my position as agt. for the Huron Milling Co. at Vayland and am now located at this place.—Paul Rossbach.

Tolstoy, S. D.—Hallett & Carey are successors to Meyers & Strenckel, having taken over their elvtr. last spring.—E. W. Kramer, agt. Pacific Elvtr. Co.

Mt. Vernon, S. D.—The Farmers Union Mercantile Co. does not operate an elvtr. Ours is the only farmers concern in the elvtr. line.—Farmers Elvtr. Co.

Alcester, S. D.—I am finishing my elvtr. and will be ready to take in grain in a week. Its capacity is 20,000 bushels. It is motor driven, has a 10-ton auto truck dump scale and an automatic scale and cleaner.—W. M. Rowley.

SOUTHEAST

Washington, D. C.—R. J. Ernschaw, a well known flour and feed man, died recently after a short illness.

Fayetteville, N. C.—I am now with James Stewart & Co., Inc. We are building a large camp here called Camp Bragg. We will also build an elvtr.—John S. Linton.

Orangeburg, S. C.—Tilden T. Ayers, of the grain and seed firm of Ayers & Williams, one of the first companies to build a roller flour mill, died recently of complications following influenza.

Wheeling, W. Va.—The Wheeling Milling & Grain Co. incorporated; capital stock, \$50,000; incorporators, Jacob Korn of Warwood; Wm. J. Matz, Jerome Miller and A. W. Eick of Martins Ferry. The company has already begun business in the property of the Juergens Baking Co.

TENNESSEE

Martin, Tenn.—The foundation has been laid for a flour mill and elvtr. adjacent to the tracks of the N. C. & St. L. Ry. The project is being financed by local capital, the men interested being A. L. Ford, J. R. Phipps and E. B. Jolley.

TEXAS

Tyler, Tex.—I am enlarging my warehouse in order to facilitate the handling of my business next season.—Stephen W. Walker.

Wichita Falls, Tex.—The Wichita Mill & Elvtr. Co. is building a 25,000-bbl. flour mill with a 5-story warehouse all of reinforced concrete.

Waco, Tex.—The Clement Grain Co. is completing the erection of a 50,000-bu. concrete elvtr. equipped with cleaner, clipper and electric power.

Memphis, Tex.—I expect to make the following improvements in my 10,000-bu. elvtr.: New belting, a car mover, a dump and storage tanks.—B. F. Craver.

Marshall, Tex.—The Fidelity Grain Co. sustained a serious loss thru a fire which originated in its warehouse Dec. 8. Adjoining buildings were also damaged.

El Paso, Texas.—The El Paso Grain & Milling Co. of Phoenix, Ariz., capital, \$250,000, has recently been granted a permit to transact business in Texas. Headquarters will be at El Paso.

Dallas, Tex.—I have resigned my position as chief grain inspector for the Wichita Falls Cotton & Grain Exchange and since Nov. 2 have been chief grain inspector here.—O. A. Grubb.

Fort Worth, Tex.—The Golden Rod Mills Co. has increased its capital stock from \$80,000 to \$200,000.

Fort Worth, Tex.—Acting Judge West in the Federal court denied the petition for a re-hearing in the Walker Grain Co. bankruptcy proceedings on the ground that the Court had no jurisdiction in the matter. This followed the decision of Judge Meek who confirmed the action of W. B. Pad-dock, referee in bankruptcy, in appointing a receiver for the concern. The grain company will carry the case to the United States Circuit Court of Appeals at New Orleans.

San Antonio, Tex.—The permanent organization of the new grain exchange was effected at a meeting and banquet during the latter part of November. A. K. Callahan, formerly of Enid, Okla., is chief inspector. Mr. Callahan was located at Enid for eight years, handling and inspecting grain for the local dealers. He became a licensed inspector in 1917, after which he was employed by the Board of Trade at Enid as chief inspector. The first of November this year, he accepted a similar position with the grain trade at San Antonio. Speakers at the organization banquet were E. L. Morris, division grain supervisor, Kansas City, who explained the rules and regulations of the Grain Standards Act and method of grading thereunder. C. E. Munn of Fort Worth talked on the application of the Act from a grain man's standpoint.

UTAH

Ogden, Utah.—A large concrete elvtr. is in course of construction.

Salt Lake City, Utah.—The Holley Milling Co. has purchased the flour mills heretofore operated by the Salt Lake & Jordan Milling Co. which is retiring from the flour business. The consideration was \$50,000.

WASHINGTON

Stanwood, Wash.—We expect to install a new cleaning machine for grain and seeds.—G. R. Hurd, Stanwood Grain Co.

Centralia, Wash.—The Grange Warehouse Co., a co-operative concern made up of members of Lewis County granges which will deal in hay, grain and feed, has opened for business.

Deer Park, Wash.—We expect to build a brick feed mill in the spring. We will install an attrition mill and a steam roll. We do not intend going into the flour business.—Deer Park Grain Co.

WISCONSIN

Hixton, Wis.—Helmer Hanson, mgr. for the Farmers Grain & Mercantile Ass'n, died Nov. 22 of pneumonia, aged 30 years.

Whitewater, Wis.—Dadmun Bros. have enlarged their mill and have installed electric motors to supplement the water power.

Stevens Point, Wis.—We are erecting a new office building 18 x 36 feet. It is of frame construction, consists of two sections and has a full basement.—Pagel Milling Co.

Watertown, Wis.—The Globe Milling Co. is preparing plans for a warehouse, 30 x 150 ft., two stories, brick veneer, to be erected early in the spring. Geo. E. Manschot is mgr.

Deerfield, Wis.—Mickelson & Quammen are making a number of improvements in their plant. A power grain elvtr. will be installed, the bins will be hopped and the grain from the pit to the bins will be carried by two legs.

Manitowoc, Wis.—The Cereal Products Co. incorporated, capital stock \$1,000,000, will manufacture and market grain products, for food and by-products. Incorporators are D. C. Bleser, Otto H. Senglaub, and Emil Hersh. The new firm is supposed to be connected with the organization of the Wm. Rahr Sons Co., which has discontinued malting operations and will engage in the manufacture of malt syrup, malt sugar and similar products.

MILWAUKEE LETTER.

Newly elected members of the Chamber of Commerce are Hubert Karl, H. F. Webber and J. W. Redick.

The Taylor & Bournique Co. now has offices at Pittsburgh, Pa., 1514 Keenan Bldg., with Wm. McKnight in charge.

John B. Meigs, pres. of the Mohr-Holstein Commission Co. and a well known grain dealer, died recently after a long illness. He was 64 years old.

Maynard G. Rankin, Jr., will be married Dec. 26 at the Milwaukee Athletic Club, his bride being Miss Jean Inglis. The groom is the son of the pres. of M. G. Rankin & Co., dealers in grain and feeds.

The following have recently been elected to membership in the Chamber of Commerce: Hubert Karl Jr., H. F. Webber and J. W. Redick. Clarence W. Lawrence, operating the Milwaukee Hay Co., has surrendered his membership for cancellation.

White Corn Amendment Lost.

With only 40 votes in its favor the suggested trading in white corn separately was defeated Dec. 23 by the members of the Board of Trade of Chicago.

As originally prepared by the com'te the proposed rule provided for discounts the same as on the other colors, but the corn millers objected and it was changed, and the change was one of the undesirable features. The separate trade would be a complication and the limited volume of trade would make natural corners probable.

South Dakota Co-operatives Meet.

The 12th annual convention of the South Dakota Farmers Grain Dealers Ass'n held Dec. 10-12, at Sioux Falls was called to order by Pres. John T. Belk of Henry.

O. D. Anderson, a former pres. of the ass'n urged adoption of the state hail insurance law which will come before legislature, as a means of stabilizing the wheat production as related to the price conditions and future outlook.

County and community fire insurance for elevators was advocated by W. N. Van Camp, commissioner of insurance of South Dakota. Statistics show that there was a fire loss of \$2.50 per capita in 1917 in South Dakota. He stated that 75 per cent of the losses in the United States are preventable and that the formation of insurance associations would help in reducing this loss.

How community milling could aid in fixing a standard of flour was illustrated by E. H. Sherwood, sec'y of the Community Millers Ass'n of America. He emphasized the importance of the small mill as a factor in building up a community, and explained that the linking of these small mills would be the basis of an ass'n which would fix the standard of flour.

A round-table discussion was held by the Managers Ass'n on the second day of the convention. I. S. Henjum of Hartford, pres. of the ass'n, kept the men busy with rapid fire questions on all topics.

Many of the managers voiced complaints in what they call unfairness in the assessment of demurrage. This discussion resulted in the appointment of a com'te which will present the matter to the state board for relief. The com'te consists of M. S. Rainey of Naples; T. B. Martin of Colton; and Ed Bristz.

Helpful ideas and simple methods of bookkeeping and accounting were suggested by F. S. Betts of Chicago and W. A. Shurtleff of Parker.

Souvenirs of the Season.

THE HALLIDAY Elevator Co.'s (Cairo, Ill.) desk mirror will be appreciated in every grain office.

LIPSEY & Co.'s gift to friends is artistic in leather embossed with recipient's name and contains a renewable pocket memorandum pad.

J. W. McCORD of the Grain Dealers Fire Ins. Co., is sending his friends a unique present in the form of a policy of insurance for \$1,000 against travel accident, with the annual premium fully prepaid.

THE ELMORE-SCHULTZ GRAIN Co., now that metal is not needed for shells, is using heavy polished brass for a 3-compartment pin and pen tray that will ornament any grain dealer's desk.

THE MORSE Chain Co., Ithaca, N. Y., is making glad the hearts of its friends with a substantial leather vest pocket memorandum, with six lines for each day of the year, and appendix for address and 'phone numbers. It also contains much interesting information regarding the advantages of high speed silent chain which all grain elevator operators can assimilate with profit to themselves.

A MAP of Europe, showing the boundaries of the various countries when the armistice was signed, and giving President Wilson's 14 peace conditions and the principal terms of the armistice with Austria, is being distributed to the trade with the compliments of Simons, Day & Co.

Calendars Received.

A BEAUTIFUL calendar, the expression of thots and good wishes for the year, has been sent out to the friends and business associates of the Pollock Grain Co., Middle Point, O.

THE GENERAL ELECTRIC Co., Schenectady, N. Y., has issued its 1919 wall calendar, in two colors on heavy paper, printed on both sides in a patriotic endeavor to save paper, a clever tab arrangement making this possible.

THE CALENDAR issued by the Irving National Bank of New York brings a picture of the world's metropolis into every office where it is sent. It suggests New York's great power in commerce and industry as the hub of America.

A BIT of real decoration is the calendar sent out by the McConnell Grain Corporation of Buffalo, for 1919. The picture, entitled "My Rose," is of a young girl dressed in soft tones of brown with a red rose in her hand and red roses in her cheeks and lips.

"THE SPIRIT OF THE NIGHT," a story of old Indian mythology, is the subject for a beautiful painting which is reproduced on the calendars for 1919 being sent by R. S. Cochran, The Plains, Va., to his friends in the trade.

THE GLOBE MILLS of El Paso, Tex., are up to their artistic standard of former years in their calendar for 1919, reproducing Rolf Armstrong's portrait of the "Dream Girl."

LATEST FREIGHT RATES for wheat from Argentine to the United Kingdom are 83 cents per bu. for steamers and about 70 cents for sailers.

INFORMATION as to British Import Restrictions may be obtained by applying to British War Mission, Munsey bldg., Washington. As to French import restrictions, the French High Commission, 15th and M. sts., Washington. As to Italian import restrictions, The Italian High Commission, 1712 New Hampshire ave., Washington.

Grain Carriers

THE WIRES now are used by the Milwaukee control com'te to handle wheat permits.

ERIE CANAL traffic has been light the past season compared with the activity of former times.

PRIVATE CONTROL will be needed to make the American merchant marine a success, says Chas. M. Schwab.

JOSEPH B. EASTMAN of Massachusetts has been nominated a member of the Interstate Commerce Commission in place of Mr. Anderson, who resigned.

MCAADOO, on Dec. 14, wired the St. Louis Merchants Exchange that the Mississippi River barge canal project would be carried out.

EMPTY cars are accumulating in large numbers on the sidings at the coal mines. During the week ending Nov. 2 713 new coal cars were received from the builders.

DOES W. S. CARTER, director of the Division of Labor of the United States Railroad Administration, get a salary of \$25,000 a year? If so, for what service?

FREIGHT rates on wheat from Argentina to the United Kingdom are about 83c per bu. for steamers and 70c per bu. for sailers. No freight rates are given on wheat from Australia.

MINNEAPOLIS asks that rates on grain from Omaha be equalized to Chicago and Duluth, with transit at Minneapolis, and concedes a 2½-cent charge for out of line haul from some parts of Dakota.

HEARINGS have been held at Memphis, Tenn., recently by Examiner Pattison of the Interstate Commerce Commission on the complaint by the Merchants Exchange against the rates on grain and feed from Memphis to points in Arkansas and Texas.

WHENEVER CARRIERS forward shipments via routes not authorized by tariffs or different from routes specified by the shippers they are authorized under instructions to protect the rate applicable via the authorized routes, writes Regional Director Aishton.

THE RIGHT of Director-General McAdoo to increase intrastate rates without first submitting such increases to the state railroad commission for approval has been challenged in a test suit filed Dec. 14 by the Nebraska Railroad Commission in the district court at Columbus, Neb.

MORE than 55,000,000 bus. of grain are expected to be in elevators and in storage vessels at Buffalo when navigation closes. Already 120 ships are in the harbor, with about 38,000,000 bus. of grain, and elevators are filled. Most of the grain is owned by the Grain Corporation and will be sent overseas during the winter.

APPROPRIATIONS for the improvements of harbors and rivers can only be justified upon the ground that they promote commerce. Local interest it seems to me should provide water terminals and the means of interchange of water traffic with connecting lines of railroads, and I take it for granted that we shall have to depend upon private enterprise to provide river boats of a suitable size and type.—Pres. Wilson to the chairman of the rivers and harbors com'te.

HAVING no power to prescribe a minimum rate the Interstate Commerce Commission has eliminated, by a supplement to order No. 500, the paragraph forbidding the carrier to name a lower or different rate on fifteenth section permission. The carrier can make the rate as low as may seem proper.

THE RAILROAD EXECUTIVES Advisory Com'te on Dec. 12 stated that "government control of the railroads until 1924 would lead to delay and confusion, demoralization of the organization of the roads, both on their corporate and operating side, and defer indefinitely a satisfactory settlement."

THE MARFIELD GRAIN Co., Minneapolis, Minn., has filed complaint with the Interstate Commerce Commission against the C., B. & Q. R. R. Co. asking \$619.19 reparation for illegal rate due to failure of carrier to route via cheapest route two carloads of wheat from Lincoln, Neb., for Chicago, milled in transit.

MEMBERS OF CONGRESS are receiving many petitions from labor unions favoring government ownership of railroads, as the unions believe the government will maintain wages at a high level and employ many men at short hours. The general public, business men and shippers, are opposed to government ownership or operation.

THE CARGO of the steamer Congdon, which went on the rocks in Lake Superior recently, is being salvaged. The wheat is pumped upon scows, from which the water runs, leaving the wheat. It is then taken to Fort William and dried and cleaned. The experiment is said to be proceeding successfully and over 60,000 bus. of wheat have been saved. The ship is to be raised in the spring.

DURING November the roads constituting the central western region loaded 40,472 cars of grain, compared with 40,895 cars during the corresponding month last year, a decrease of 1 per cent. During November the lines forming this region loaded 113,512 cars of coal, compared with 138,266 cars during the corresponding month last year, a decrease of 17.9 per cent.

HALF of the cargo of barley with which the steamer M. A. Reeb left Duluth recently was lost before she arrived at Buffalo, and a part of the remainder was damaged by water. Signal lights had been removed from lake passages before her trip was completed and she ran aground between Lake Huron and Lake Superior. In order to release the vessel it was necessary to lighter 65,000 bus. of the cargo and to throw overboard as much more. The opening of seams in the hull admitted water that damaged the remainder. This is one of the few cargoes damaged this season.

GRAIN RATES on grain ex-lake from Buffalo, N. Y., reaching Buffalo from or thru Lake Michigan ports, which had been published to expire with the close of business Dec. 15, were reinstated to continue in effect until Feb. 1, 1919. These rates include a charge of not exceeding 1c per bu. made by the elevators against the grain for elevation and transfer from lake vessels to cars, including 5 days' storage. The rates on all grain, except flaxseed, are as follows: From Buffalo to Boston, domestic, 18c per 100 lbs.; to New York, Philadelphia and Baltimore, domestic, 14.67c; to Boston and New York, export, 14.33c; to Philadelphia and Baltimore, export, 13.83c.

RAILROAD officers generally believe that the absolute suppression of competition contemplated by the regional plan, as well as by government ownership, would result in stagnation, and that there would be no stimulus for the roads under such a plan to strive continually to better their service; whereas under competition regulated by government, all of the benefits arising from the desire of private owners to increase the traffic and earnings of their roads would follow.—Julius J. Kruttschnitt, pres. of the Southern Pacific.

COUNCIL BLUFFS, IA., takes different rates under the construction of the tariffs made by the Iowa Board of Railroad Commissioners. If the shipment be re-consigned to Council Bluffs to an interstate point the rate is 100 per cent of the two locals, whereas on grain sold track Council Bluffs the rate ought to be 80 per cent of the two locals as provided by the distance tariff, so that when making contract it is advisable for shippers to ascertain from the other party whether the handling of the shipment will result in application of the higher or lower rate.

NOTIFICATION to consignee when a carload shipment has been transferred will be made immediately by order of Regional Director Markham in Circular No. 118. A postal card will be sent. The order reads: "When carload shipments are transferred by carriers while en route, it is desired that consignees be notified immediately by the carrier making the transfer, by postal card notice, using the following form: Shipment of... loaded in Car No. from.... date.... was transferred to Car No.... at.... date..... Agent..... Railroad."

A HEARING was held at Peoria, Ill., Dec. 9 by Examiner Bell of the Interstate Commerce Com'n in the complaint of the Peoria Board of Trade against rates of freight charged by Illinois railroads. It is alleged in the complaint that the rates from country points to Peoria and nearby local markets are much higher in comparison than rates from points in the surrounding territories to Chicago, St. Louis, Cairo and other western terminal markets. Evidence for the Board of Trade was presented by H. H. Dewey, pres.; J. L. Collier, traffic mgr.; W. T. Cornelson, chairman transportation com'te, and W. H. Hopkins.

COMPLAINTS that all of the grain contained in cars unloaded at elevators is not being removed, have been growing. State inspectors are diligent in examining cars after unloading to see that no grain is left, but many cars are so loaded that grain accumulates behind the linings and is not removable until jarred out by the bumping of one car against another, this occurs after the cars have left the elevators. This condition of affairs was taken up at a meeting of the Minnesota Railroad and Warehouse Commission with R. H. Aishton in charge of railroad operation in the West, and it was agreed that the removal of all grain left in linings of cars must be forced even when it is necessary to tear away the lining of the car in order to do so.

RAILROAD TRAFFIC, which began to decrease in November, is showing continued diminution in December, according to reports of the roads, and as expenses continue high owing to the \$750,000,000 wage increases, the net earnings are decreasing. Several alternatives present themselves: reduce wages, raise rates or meet the loss by taxation. The

McAdoo administration is opposed to reducing wages and McAdoo has declared the wage increase is permanent. To pay the cost of running the roads out of taxes would give government operation a black eye with all taxpayers. It is likely that an attempt will be made to raise rates, but a considerable increase will have the effect of still further curtailing the volume of traffic. When crossing watchmen who get \$35 a month for 12 hours per day are raised to \$106 for 12 hours some one will have to pay the piper.

George S. Bridge Returns to Private Life.

George S. Bridge, Chief of the Forage Branch of the Quartermaster Corps of the United States army, has resigned, effective Dec. 31. Mr. Bridge asked to be relieved of his duties soon after the signing of the armistice had assured victory for America, and has just been notified of the acceptance of his resignation.

In his service as Chief of the Forage Branch, Mr. Bridge, according to those who have watched his work, earned the title of being the world's largest forage buyer. To supply the horses and mules of the American military forces in Europe, Siberia, the Philippines, Hawaii, Alaska, Porto Rico, the Canal Zone and the United States proper, it is estimated there was purchased by the Forage Branch during his term of office approximately 2,000,000 tons of hay. The average daily purchases were 5,000 tons or about 500 carloads of hay, 1,000 tons or about 100 carloads of straw, about 200,000 bushels of oats and 500,000 pounds of bran.

Mr. Bridge was appointed Chief of the Forage branch by the quartermaster general's department last January because of his wide experience as a dealer in hay and other forage, being senior member of Bridge & Leonard, of Chicago. He conducted the work of the Forage Branch with rare success, and the large organization he developed to purchase and distribute hay and other forage for the army, with its supply of more than half a million horses and mules, won wide commendation.

Before he took charge there were too many government agencies buying. Inspections were not uniform. The government was not getting what it paid for and the conditions of doing business with the government were not such as to encourage offers of good hay at close prices. Mr. Bridge changed all this. He paid cash against Bs/L, and instituted a reliable inspection system.

Practical hay men were commissioned by the Forage Branch as inspectors of forage at American and foreign army camps. Also, contracts were made for recompressing plants to ship hay in condensed form to Europe, such plants having been established at Montreal, Sandusky, Philadelphia, Tiffin, Cincinnati, Bath, Chicago, and Toledo.

While the Forage Branch concerned itself mainly with rationing the horses and mules in the army, it was the buyer of the straw used for making soldiers' "bunks." The allowance of straw used for each soldier for bedding is 30 pounds a month, and at this rate, the requirements for that purpose alone were at one time approximately 150 carloads daily.

After Mr. Bridge's departure, the personnel and records of his office will be transferred to the Zone Supply Office in Chicago.

"In retiring as Chief of the Forage

Branch," Mr. Bridge remarked in his office, "I will leave with a feeling of thankfulness to the forage dealers of America. They co-operated with the Forage Branch generously in the face of the difficulties which followed short production of feed the last two crop years, hay especially. The National Hay Ass'n lent every aid possible. I feel that the manner in which forage has been supplied for the army entitles the hay trade of this country to fully its share of credit for having aided America to achieve the great victory for which we have all struggled."

Interest on Overcharge Claims.

Director of Public Service and Accounting Prouty in Circular No. 41 says:

1. All valid claims for overcharge presented for payment by shippers or consignees to lines under federal control on or after Nov. 1, 1918, if not paid within thirty days from date of filing, shall bear interest at a rate of 6 per cent per annum to the date of payment provided that interest shall not be computed for fractions of a month; that is, claims paid within fifteen days after the end of the thirty-day free time shall not be interest bearing, those paid between sixteen and thirty days after the end of such free time shall bear interest for one month. Interest shall not be paid on any over-collection of war taxes which is refunded in connection with the overcharge.

2. Any overcharges collected to Jan. 1, 1918, or subsequent to Dec. 31, 1917, claims for which have been filed prior to Nov. 1, 1918, shall bear interest at a rate of 6 per cent per annum, if not paid within thirty days from the last-named date as provided in paragraph 1.

3. Overcharge claims paid to claimants by federal-controlled lines which are due in part from lines not under federal control (if interest accrues thereon) shall include interest on the entire overcharge, unless the non-controlled line declines to pay interest on its proportion, in which event interest on such claims shall be computed and paid on the amount of the overcharge chargeable to the federal-controlled line.

4. That portion of an overcharge claim paid by the lines not under federal control which is due from a federal-controlled line, if payment of the claim is delayed thirty days or over as aforesaid, shall be interest bearing at a rate of 6 per cent per annum. This interest shall be paid to the line settling with the claimant, provided such line has paid the interest to the claimant.

5. All interest paid on delayed payments of overcharge claims shall be charged to a ledger account entitled "interest paid on overcharge claims," which account shall be closed annually to the income account "interest on unfunded debt."

6. The term "date of filing" as used herein means the date on which the claim (properly prepared) was received at the general office of the carrier or at any agency on the line of its railroad.

7. The provisions of this circular apply to overcharge claims only. None of the provisions hereof apply to loss and damage or to other claims.

8. General Order No. 25 requires shippers and consignees to promptly pay transportation charges. In the event that an overpayment is made by a shipper or consignee, due to an error in weight, rate, extension or classification, it is the duty of the carrier to promptly adjust the error; therefore, accounting officers of lines under federal control shall immediately inaugurate appropriate methods of accounting such as will result in the payment to claimants of overcharge claims within the prescribed free time of thirty days after filing or with a minimum of delay beyond that period.

INDIVIDUAL railroads, and not Director General McAdoo of the Railroad Administration, must be made defendants in personal injury suits, it was ruled recently by Judge Willis Vickery of the Common Pleas Court, Cleveland, O. This was contrary to Mr. McAdoo's instructions, and Judge Vickery pointed out that if the railroads should again pass to private control, judgments against Director General McAdoo personally would fail, unless a fund was created for their payment.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com's'n the carriers have made the following changes in rates:

Erie in Sup. 3 to 182C names rates on grain and grain products from points in Illinois and Indiana to C. F. A. points, effective Jan. 1, 1919.

Erie in Sup. 9 to 155D gives rates on grain and grain products from Chicago to stations on its own and connecting lines, effective Jan. 1, 1919.

C. I. & L. in 7848 cancels 6998 applying on grain and grain products from stations on its line to Henderson and Owensboro, Ky., effective Jan. 7.

C. & E. I. in Sup. 8 to 622D gives rates on grain and grain products from stations on its line to C. F. A. southern and Canadian points, effective Dec. 28.

Erie in Sup. 7 to 178C gives rates on grain and grain products from stations on its own and connecting lines to points in Canada and the United States, effective Jan. 1, 1919.

B. & O. in Sup. 4 to H2579 names rates on grain and grain products from stations on its line to stations in New York, Maryland, Maine, Virginia and Canada. Effective Dec. 31.

E. & I. in Sup. 5 to 62A gives rates on grain and grain products from stations on its own and connecting lines to points in Maryland, Massachusetts, New York, Pennsylvania, interior eastern and Canadian points, effective Jan. 2, 1919.

Erie in Sup. 3 to 182-C names rates on grain, grain products and grain by products from Chicago, Englewood, Hegevisch, Pullman Jct., Ill., Hammond, Highlands and Saxony, Ind., to points in Indiana, Kentucky, Michigan, New York, Ohio, Pennsylvania and West Virginia, effective Jan. 1.

C. I. & L. in 7849 cancels 449-L and 5789 and names rates on grain and grain products from stations on its line as shown to Virginia common points, as shown, Hagerstown, Md., and other points named in rate bases, billing instructions or guide books of fast freight lines named, effective Jan. 9.

U. S. R. R. Adm. in Sup. 18 to 20-J names terminal charges, rules and regulations from or to points within the Chicago District named in tariff on out bound and in bound traffic, also rules governing intermediate service on freight traffic passing thru the Chicago District, effective Jan. 22.

Erie in Sup. 9 to 155-D quotes rates on grain, grain products and grain by products from Chicago and stations on the C. & E., Erie, L. A. & S., P. L. & W., and Y. & O. R., as named, to eastern cities reached via Erie and other fast freight lines named also to Atlantic seaboard ports for export, effective Jan. 1.

C. I. & L. in Sup. 1 to 7816 names rates on grain by products in carloads and grain, grain by products and grain products in mixed carloads from stations on its lines to Boston, New York, Philadelphia, Baltimore, Norfolk, Buffalo, Pittsburgh and other Eastern, Virginia and Western Termini points as provided in tariff, effective Jan. 5.

C. & E. I. in Sup. 8 to 622-D quotes rates on grain, grain products, corn cobs, broom corn and seeds from stations on its lines to points in Alabama, Arkansas, Connecticut, Delaware, District of Columbia, Florida, Illinois, Indiana, Iowa, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Tennessee, Vermont, West Virginia, Wisconsin and points in Canada shown in tariff, effective Dec. 28.

Supply Trade

THE ONLY WAY to make money is to spend it for good advertising.—*Class.*

INDIANAPOLIS, IND.—Spring business in elevator construction is showing up in such a manner as to make it appear we will have all we can take care of in our immediate neighborhood.—L. J. McMillin.

CHICAGO, ILL.—The Weller Mfg. Co. is distributing 1919 calendar pads for the desk calendar stand which it sent to the trade some years ago. Readers of the Journal who do not have a stand can obtain one by making request to the company.

CHICAGO, ILL.—Elmer E. Bast has been appointed manager of the local branch of the United & Globe Rubber Mfg. Cos., exclusive of the company's railway dep't. For the last 20 years Mr. Bast has been local representative of another rubber manufacturing concern.

HUDSON, N. Y.—The Gifford-Wood Co. now has in print its general catalog No. 18, a reference book for engineers, manufacturers and industrial plant managers on elevating and conveying machinery and labor saving equipment. It will be ready for distribution within a short time, and readers of the Journal may obtain a copy by addressing a request to the company.

WASHINGTON, D. C.—Formal announcement is expected to be made shortly by the War Industries Board of withdrawal of all its rules and regulations for curtailment of the use of materials except in war work. This action will remove the restrictions in paper, automobiles, hardware, building materials and conservation measures generally, and will become effective Jan. 1.

RESTRICTIONS on the quantity of crude rubber which may be imported from overseas have been removed by the War Trade Board. The government option price was also removed, and there will be no further undertaking relative to maximum prices. However, rubber may not be imported from any country other than the country of production, and applications for such importations will not be considered until after Feb. 13, 1919, it has been announced.

NEW ORLEANS, LA.—Plans are under way for investigating the practicability of loading grain into vessels at the Public Grain Elevator by means of air, delivered under high pressure, to save labor. A com'te has been appointed by the Board of Trade, with E. Nathan as chairman, to consider the matter, and this com'te has invited Jas. A. Worsham, sec'y and general mgr. of the Maroa Mfg. Co., to look into the situation and to consult with the com'te in connection with the subject.

CHICAGO, ILL.—Fairbanks, Morse & Co. have announced that a special Christmas bonus will be distributed to employees. The bonus will be 10% of the year's salary to all employees who have been with the company the full twelve months, and 5% to employees who have entered their service since Jan. 1. In addition to the Christmas bonus to employees, the company has made a special donation of \$50,000 to the employees' pension fund, which will make their total contribution to that fund for the current year approximately \$100,000.

NEW YORK, N. Y.—At a meeting of leading copper producers of the United States held here Dec. 17 the Copper Export Ass'n was organized to take advantage of the provisions of the Webb law permitting organization for the purpose of conducting foreign trade. The Ass'n will be incorporated under the laws of Delaware with capital stock of \$250,000, and John D. Ryan will be pres.

Copper production for 1919 is estimated at 2,500,000,000 lbs., of which it is believed that 1,500,000,000 lbs. will be exported. The price of copper for export will be on a basis f. o. b. New York.

WASHINGTON, D. C.—After a conference between the steel com'te of the American Iron and Steel Institute and the War Industries Board Dec. 11 it was announced that government supervision over the steel industry and steel price fixing will end Dec. 31. A schedule of new prices, to become effective Jan. 1, had been prepared by the industry for submission to the conference, but this was not done. The prices were made public by Judge Gary after the conference, and are said to be materially lower than the present prices and to represent what the steel industry believes to be a proper price basis beginning with the new year.

An Improved Moisture Tester.

The use of the moisture tester in every phase of grain handling has become an established practice, the rules and regulations prescribed under the federal Grain Standards Act making it imperative that the percentage of moisture in samples upon which grades are to be placed be known.

The approved moisture testing apparatus is simple in its principles and the specifications covering its essential features are very definite. Briefly described, it is a device in which grain mixed with oil is placed in a flask and heat applied to raise its temperature to a predetermined degree. The action of the heat drives the moisture from the grain in the form of vapor and this is condensed and collected to ascertain the percentage of the moisture and the grain before the process was started.

Moisture testers have been highly refined and made very efficient, but there has always existed a difficulty with respect to the application of heat for evaporating the moisture. This has been accomplished in various ways, by the use of gas, gasoline, alcohol and electricity.

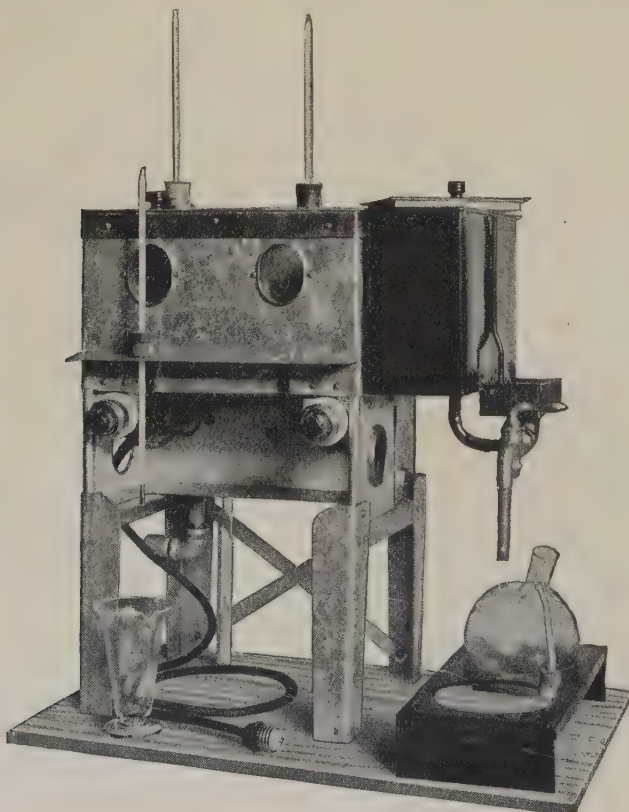
Obviously, electricity possesses many advantages over the other forms of heating elements, but as it has been used there were certain objectionable features. These, however, have been largely overcome in the new tester recently placed on the market by the Hess Warming & Ventilating Co.

The heating element used in this tester is simple and convenient, and is practically free from fire hazard. When a coil burns out it may be removed by pulling out the connector body and lifting out the heating plate. Two screws are turned, and the burnt coil drops out. A new one is inserted, the screws turned up, and the job is done. The element is not taken apart for the purpose of making the change and the expense involved is small.

Heat regulation is of great importance in a moisture tester, and the new machine has its heating element provided with a thumbnut, the turning of which raises or lowers the temperature as desired, just as a lamp is regulated. The heating element is adapted to use on any voltage and is quickly changed from one voltage to another by the turn of a screw.

Old testers can be equipped with the new electric heaters at a reasonable cost.

KANSAS CITY flour mill workers are again on strike.



Improved Moisture Tester.

A Portable Air Blast Conveyor.

When an elevator burns there is usually left a quantity of salvage grain that must be handled as promptly as possible, and with the facilities that have existed heretofore the problem of removing this grain from the site of the burned building and placing it in cars for transport to a place where it can be conditioned has been of considerable proportions.

It frequently happens, also, that the owner of the burned house desires to continue in business while a new plant is being erected. To do this he must have some means for handling the grain that is offered to him.

For the solution of these problems there has recently been perfected and placed on the market by the Maroa Manufacturing Co. the device shown in the photograph that is reproduced herewith. This is known as the Portable Boss Air Blast Grain Conveyor. It consists of a blower mounted upon a truck, a spout connected with the discharge end of the conveyor and extending to the point where it is desired to place the grain, and a hopper and feed opening. The hopper is attached to the pipe on the side next to the blower by means of a hinged joint, permitting it to be lifted while the wagon is driven into position.

For handling salvage grain, or grain from farmers wagons when the elevator is not in working condition, the blower and truck are placed in the required position, with the spout in the car or other storage house. The wagon is set with its rear end over the feed hopper and the end gate opened. The grain falls into the hopper, passes thru the feed opening into the spout, where it is picked up by the blast of air from the fan and carried to the car. By digging out a place for the wheels of the truck to rest in the hopper at the rear end of the wagon can be lowered to rest on the ground, thus permitting the front end of the wagon to be elevated to empty its contents into the hopper. If it is not desired to elevate the wagon the grain can be scooped to the hopper by hand.

The grain does not pass thru the fan, and nothing touches it but the blast of air. This should prove not only harmless, but should actually be of benefit to the grain. For handling grain from a burned elevator a reciprocating shoe can be placed over the mouth of the hopper to screen out sticks, stones and other foreign material.

As the conveyor will handle ear corn as well as shelled or threshed grain, it

may be obtained without the truck and placed into an elevator for use in loading ear corn direct to cars without scooping.

The outfit, exclusive of spouting, is said to weigh about 900 lbs. and it is claimed that it will handle 800 bus. of threshed or shelled grain per hour, and 600 bus. of ear corn per hour. The speed of the fan ranges from 1,050 to 1,500 revolutions per minute, depending upon the duty to be performed. The power required will be from 8 to 15 horsepower. This depends upon the height to which the grain is blown, the kind of material handled, and the speed of the fan. A tractor, gas engine or electric motor may be used to furnish power. A countershaft is mounted on the truck with the blower so that the fan will be given the proper speed.

Inspector's Duty to Study.

BY J. A. HALLAM.

Since Dec. 1st, 1916, when the United States Grain Standards Act became effective the Department of Agriculture has done a great deal of work in getting a line on inspectors and inspections of shelled corn and wheat, and yet there are still some inspectors who shoot wide of the mark.

Many things connected with misgrading are hard to explain. There is one thing however that will assist the inspector. Don't get nervous when the samples are piling up and inspections are being called for. Keep cool.

The inspector should remember that the grade placed on the grain by him, in most cases, affects the price paid. And a mistake is no excuse to the parties in the transaction.

There are some factors to be determined by personal judgment, and these are sometimes very difficult to decide, especially damaged grain of different types; but by study, even in this, we soon become more efficient.

The inspector has certain duties during the day, these finished, as a rule he considers his day's work done, not so. He should study. "Do best, what others do well." Start the New Year with a determination to grade more uniformly and more in accord with the regulations.

THE ARGENTINE government has introduced a bill in congress providing for the opening of diplomatic negotiations with all the neighboring countries for the adoption of treaties providing for the free exchange of the products of each country concerned.

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Edited by J. RALPH PICKELL

AN ADLESS PAPER

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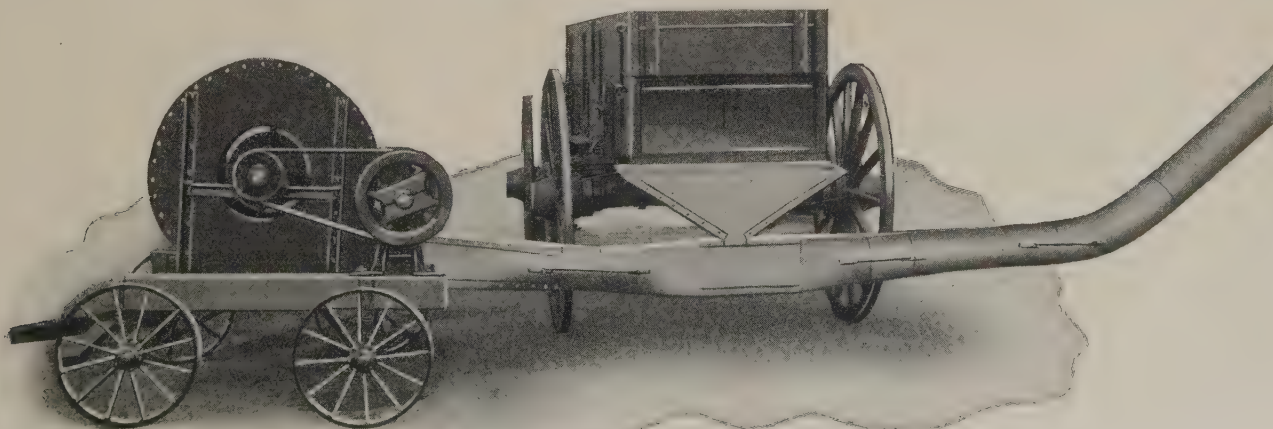
OMAHA - KANSAS CITY - OKLAHOMA CITY
FORT WORTH - GALVESTON - NEW YORK
AND OTHER IMPORTANT POINTS

Grain Inspection Board of Review Moves.

Charles J. Brand, chief of the Bureau of Markets, announced Dec. 19 that the offices of the Board of Review and the Inspection Efficiency project of the federal grain supervision work, now maintained in Washington, will be transferred to Chicago.

The transfer is being made, it was said, in order to establish closer contact of the Board of Review with federal grain supervisors and licensed inspectors with a view of increasing the efficiency of inspection.

The move to Chicago will be effected as soon as suitable quarters are available, probably soon after the first of the year.



Portable Air Blast Conveyor.

Supreme Court Decisions

Recovery of Undercharge.—A carrier, who accepts a rate lower than that fixed by tariffs filed with Interstate Commerce Commission, may recover difference.—*Sheldon v. C., B. & Q. R. Co.* Supreme Court of Iowa. 169 N. W. 189.

Trading with the Enemy.—That a purchaser of rubber goods had been indicted for trading with the enemy in time of war was not adequate ground for the cancellation of the contract by the seller.—*L. & M. Rubber Co. v. Kalter.* Supreme Court of New York. 72 N. Y. Supp. 486.

Attachment of Proceeds of Draft.—In action wherein proceeds of draft were attached, burden was on intervenor bank, claiming proceeds, to prove it was purchaser for value without notice of any infirmity, not a mere indorsee for collection.—*Moon-Taylor Co. v. Gray-Smith Milling Co.* Supreme Court of North Carolina. 97 S. E. 213.

Remedy for Excessive Rates.—Where tariffs have been filed with Interstate Commerce Commission, and notice of such tariffs duly given, the only remedy for excessive or unlawful rates is to obtain a change on direct appeal to the Interstate Commerce Commission.—*Sheldon v. C., B. & Q. R. Co.* Supreme Court of Iowa. 169 N. W. 189.

Lower Rate Agreement Void.—Carrier may recover regular rate for interstate shipment as shown by schedule on file with Interstate Commerce Commission under Interstate Commerce Act, though lower rate was quoted by carrier to shipper at time of shipment.—*Southern Ry. Co. v. Latham.* Supreme Court of North Carolina. 97 S. E. 234.

Measure of Damages for Carrier's Non-Delivery.—The measure of damages for carrier's nondelivery of goods is the difference between their market value at time and place for delivery and when they were offered back to shipper, irrespective of cause of reduction therein.—*Freegood v. Barrett.* Supreme Court of New York. 172 N. Y. Supp. 353.

Membership in Exchange Subject to Creditors' Claims.—Seat or membership in Stock Exchange, Merchants' Exchange, or Board of Trade, while in the nature of a personal privilege, is property which creditors may reach, and which on bankruptcy of the member or holder will pass to his trustee.—*In re Stringer.* U. S. Circuit Court of Appeals. 252 Fed. 352.

Error in Transmission of Telegram.—Even if plaintiff's telegram was merely an approximate quotation of price, this is immaterial as regards plaintiff's right to recovery of telegraph company for transmitting a lower price, sendee ordering plaintiff to buy, and he doing so at market price, resulting in a complete and fully executed contract.—*W. U. Tel. Co. v. Chihuahua Exchange.* Court of Civil Appeals of Texas. 206 S. W. 364.

Canceling Contract because of Government Contract.—In performance of contract with government, even for military supplies, precedence over civilian contracts does not necessarily inhere, nor may be imported or imposed otherwise than as provided by act of Congress, notwithstanding Const. U. S. art. 2, § 2, making the President commander in chief of the army and navy.—*Mawhinney v. Millbrook Woolen Mills.* Supreme Court of New York. 172 N. Y. Supp. 461.

Consignor's Right to Make Claim.—Where B/L to order of consignee, issued to consignors, was deposited for collection with bank, which, acting as their agent, presented it with draft to consignee, draft not being honored and B/L being returned to bank, consignors were holders of B/L,

entitled, under Carmack Amendment (U. S. Comp. St. 1916, §§ 8604a, 8604aa) to claim for loss of goods.—*Babbitt v. Grand Trunk Western Ry. Co.* Supreme Court of Illinois. 120 N. E. 803.

Freight Payable tho Government Refused License.—Where libelant shipped varnishes upon a steamship, prepaying freight and receiving B/L, releasing carrier from loss thru restraint of rulers or people, and providing prepaid freight be considered as earned and retained by carrier, "vessel or cargo lost or not lost," and after loading the United States refused the owner license to ship, the carrier could retain prepaid freight. Where a carrier loaded goods on a vessel for shipment, and freight was prepaid, and carrier was forced to unload the goods through shipper's failure to secure license from the United States, such was not a "commercial frustration of the adventure," constituting failure of consideration.—*The Bris.* U. S. District Court, New York. 253 Fed. 259.

Delivery without Surrender of B/L.—A contract for the shipment of a car of wheat over the line of defendant's road contained the provision that the wheat should not be delivered to a named prospective purchaser without a surrender of the B/L, and that such prospective purchaser should not be permitted to inspect the wheat before such delivery. It is held: 1. That the act of defendant on the arrival of the car at destination in switching the same at the instance of the prospective purchaser onto an unloading side track did not constitute a delivery to such purchaser; and 2. That the carrier in such a case is not responsible for an inspection by the prospective purchaser, when made through secret and stealthy means, without the knowledge or consent of the carrier.—*Quinn-Shepherdson Co. v. Great Northern Ry. Co.* Supreme Court of Minnesota. 169 N. W. 422.

Failure to Include Terms in Confirmation.

E. R. Kolp, Ft. Worth, Tex., plaintiff, v. John Wade & Sons, Memphis, Tenn., defendants, before Arbitration Com'te No. 1 of the Grain Dealers National Ass'n, composed of C. D. Sturtevant, Geo. P. Bissell and J. R. Murrell, Jr.

March 16, 1918, plaintiff sold defendants thru E. W. Wyatt, a Memphis broker, "one car No. 3 California milo, Memphis terms," as per the provisions of written confirmation sent both parties by Wyatt.

Wyatt's instructions from plaintiff were to sell on "demand terms," but Wyatt failed to include this clause in his confirmation.

Plaintiff confirmed to defendants by mail March 16 "demand terms, Memphis weights and grades," and upon receipt of same, March 18, defendants wrote plaintiff objecting to the "demand terms" clause.

March 20 plaintiff invoiced car M&O No. 21903 and advised he had made demand draft in full at invoice weights. No evidence is submitted to show that draft was ever drawn or presented.

March 21 plaintiff wired defendants that he would sell this car for defendants' account, unless he would agree to pay demand draft, which defendants refused to do.

After considerable correspondence plaintiff wired defendants on April advising that car M&O No. 21903 had misgraded and tendered car NH No. 193254 basis arrival draft to fill sale. This car defendants refused to accept.

Our findings are as follows:

First: The broker's confirmation governs the transaction in accordance with provisions of Rule 4. Wyatt was clearly at fault for not including "demand terms" in his confirmation, but his negligence in this regard did not bind defendants to pay demand draft and they were justified in refusing to do so.

Second: We are unable to reconcile "demand terms" and "Memphis weights and grades." Under the latter clause the contract is not completed, nor is there any basis for a proper invoice to support a demand draft in full, until the car arrives at Memphis and is inspected and weighed.

Third: Plaintiff should have sold car M&O No. 21903 and submitted evidence of loss on this car to substantiate his claim. After invoicing this car and advising defendants he would sell for their account

on March 21, the defendants were justified in presuming that the sale was cancelled, subject to arbitration or legal proceedings to establish the rights of the parties.

Fourth: The plaintiff has submitted no evidence whatever, other than his own statements, to prove that either car No. 21903 or car No. 193254 was sold or handled at a loss.

We find for defendants and direct that plaintiff pay the costs of these proceedings.

Handling Wheat After the War.

BY E. J. SMILEY.

We had hoped that when the war was over and peace terms signed, that all restrictions imposed by the grain corporation and food administration would be removed, and they probably would have been had not the President by proclamation fixed a price to be paid the farmer for the 1919 wheat crop. It was reported that the officials of the grain corporation would ask to be relieved from further duty as soon as peace terms are signed. It is also reported that the Department of Agriculture is desirous of having the handling of the 1919 wheat crop supervised by the Bureau of Markets of that Department.

While quite a number of our members are by no means satisfied with many of the rulings of the Grain Corporation, inasmuch as the Grain Corporation has taken particular pains to see that all interests other than the country dealers were well taken care of, if the Grain Corporation is continued in charge until the next crop is handled, they will voluntarily surrender the power given them, and will turn the grain business back to the grain handlers as they found it. At any rate, we have the promise of Mr. Hoover and Mr. Barnes in this effect. On the other hand, is it not reasonable to assume that if the Bureau of Markets is given control, it is hardly probable that they will ever relinquish such control.

We believe that all dealers are familiar with the methods adopted by the Bureau of Markets, and judging their future by their past, every grain dealer will be compelled to make reports daily to the Bureau of Markets in detailed form and will probably be called upon to secure permits before making shipments, and further submit to a lot of red-tape methods that will not be practical. We feel that the taking over of this branch of business would be one of the worst things that could possibly happen to the grain trade. We further believe that if the Bureau of Markets is permitted to take over the distribution of grain, it will mean another link in the chain they are forging to control all lines of business, and entirely eliminate the middle man. We will ask every member of the Kansas Grain Dealers Ass'n to write a letter to the Congressman from his district and also to our United States Senators protesting against such a move.

HOLDERS of the common stock of the American Malting Co. who are dissatisfied with the proposal to liquidate the company announced thru a temporary com'te recently that they will oppose the step. The com'te contends liquidation is not necessary, as the company is solvent and has a great future ahead of it. They declare the plan being worked out by the directors would be contrary to the interests of common stockholders, and state that if after due consultation of the common stockholders it is found liquidation is advisable they have a plan to which they are willing to agree.

Feedstuffs

NEW YORK, N. Y.—Feedstuffs received during the month of November included 502 tons of bran, with no shipments.

THE FIXED price of cottonseed meal has been advanced \$2 per ton to \$53 for 36 per cent f. o. b. Texas, and \$55 in other states.

RICE HULLS as a feed for work cattle are reported upon favorably by A. Pirocchi in the Ann. Ist. Agr., Milan, Italy, when mixed with hay.

THE RULE PROHIBITING the sale of screenings at more than the price of bran was rescinded before the general cancellation of all millers' profit schedule regulations.

EXTRACTION of wheat, rye, barley and corn has been reduced 5% by the British Control Com'te. It is estimated this will give 5,000 to 6,000 tons more millfeeds.

THE 50 PER CENT reduced rate on feed for farmers in the drouth-stricken districts will be continued indefinitely along the line of the Santa Fe and the Rock Island in the southern and western parts of Oklahoma.

MINNEAPOLIS, MINN.—Receipts of feedstuffs during November were 12,920 tons, compared with 9,519 tons during November, 1917. Shipments were 51,738 tons, compared with 75,997 tons during November, 1917.

KANSAS CITY, Mo.—The Grosdale Feed and Grain Co. suffered a loss of \$10,000 by fire recently on corn, oats and other feeds. The building was owned by the Tarkio Molasses Feed Co. and its loss was about \$3,000.

THE PRICE of recleaned screenings has been fixed in Canada at \$26 per ton in bulk, unground, f. o. b. Fort William, where 1,500 tons are now in stock. Over 10,000 tons of government screenings have been distributed during the year.

THE GORE AMENDMENT did not discriminate. The use of damaged feed, sweepings, screenings, hay (alfalfa, too), sawdust, dirt, or any other foreign material is prohibited regardless of its feeding value, whether high or low in digestible nutrients. Such a bill enacted into law would be the cause of much waste, and because it requires percentages of each ingredient entering into the manufacture of feeding-stuffs it would lessen competition and destroy initiative.—J. H. Voorhees, Cornell University Exp. Station.

THE PRICE OF BRAN at Minneapolis, Minn., jumped from \$27.73 to \$46 a ton Dec. 20, when the government removed the restrictions that prevented sales of bran at the same level as other feeds. The food administration also canceled the remaining mill restrictions, so that now different grades of flour can be manufactured and more than 264 pounds of wheat can be used to make a barrel of flour. The miller has discretion whether to use the additional profit from feed to improve the quality of the flour, or to sell it at a lower price. Several pounds of refuse were incorporated into each barrel of flour to comply with the food rules, and will henceforth be diverted into feed, making in the aggregate a

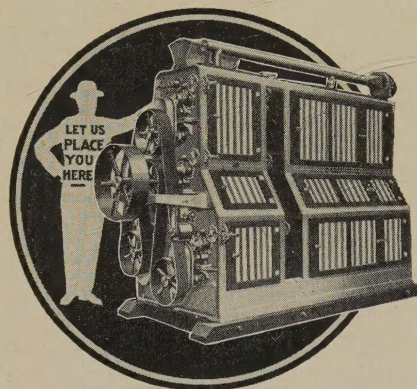
considerable increase in the available supply.

THE CANADA FOOD BOARD has arranged for an allotment of 25,000 tons of cottonseed meal from the United States to relieve the feed shortage.

GRAIN SCREENINGS, which, unground, would pass thru the alimentary tract of the cow or the horse in a largely undigested condition, have been rendered highly digestible by proper grinding and bolting. These screenings, composed principally of broken grains of cereals, broken and whole flaxseed, weed seeds and chaff, carry at least 50 per cent more crude protein than corn and 20 per cent more than the best wheat, oats or barley. The feed manufacturers, each year, place at the disposal of every farmer in the United States, through the medium of balanced rations, hundreds of thousands of tons of grain screenings. By proper

blending of these with other materials they are producing high protein concentrates of very high digestibility, thereby adding to the available dairy and horse feeds, thousands of tons of material annually which could only have been utilized as chicken feed or as sheep feed in the West.—F. D. Fuller.

STORES of grain in the Ukraine which the Germans were unable to remove because of the hostility of the population have been made available to the relief of the people of Roumania, Bulgaria, Serbia and Turkey thru the presence of the allied fleet at Odessa, it was reported recently by the State Dep't. The Serbians and Roumanians are expected to be aided first, as they were associated with the allies in the war, but it is said there is a serious food shortage in all four countries.



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Patents Granted

1,284,364. Carrier For Belt Conveyors. Myron A. Kendall, assignor to Stephens-Adamson Mfg. Co., Aurora, Ill. A supporting bracket has an upwardly facing inclined socket, an inclined spindle having its lower end removably held in the socket, and a pulley turns on the spindle with its hub extending beyond the upper end of the spindle and the interior of the pulley hub formed with outwardly facing annular shoulders adjacent the opposite ends but with the upper one of the shoulders below the upper end of the spindle. A packing fits the lower end of the pulley hub and surrounds the spindle, with a thrust plate fixed upon the upper end of the spindle, antifriction rollers turning upon the spindle within the pulley hub between the lower shoulder and the packing and between the upper shoulder and the thrust plate, and a plug being removably held in the outer end of the pulley hub.

1,284,476. Grain Elevator. Ralph G. Scott, Miller, Neb. An elevator comprising a vertically movable platform, a shaft, an elevator, a driving connection between the shaft and the elevator, a sprocket wheel mounted loosely on the shaft and a chain passing over the sprocket and having one end portion secured to the platform. The opposite end of the chain is anchored outwardly of the shaft, with a weight suspended from the chain and a member keyed to the shaft and coacting with the sprocket to cause the sprocket to rotate in unison with the shaft upon downward movement of the platform.

1,284,049. Scale. John H. A. Bousfield, assignor to E. & T. Fairbanks & Co., St. Johnsbury, Vt. Combined with an oscillatory beam and a stop for limiting its movement is a locking mechanism, comprising a rod, an apertured lug on the beam thru which the rod passes, a collar on the rod, a spring for pressing the collar against a shoulder on the rod, and means for drawing the rod downward to press the collar yieldably against the lug and to move the beam against its stop.

1,284,007. Grain Drier and Storage Bin. Waldo E. Whitcomb, Winnebago, Neb. A revolvable container has a pair of substantially parallel adjacently disposed disks, each provided with an annular ledge, substantially parallel tubes being disposed adjacent to each other between and engaging the disks outwardly of the ledges. A rectangular foraminous sheet inwardly of the tubes circumscribes a part of each

ledge with its longitudinal edges secured to two adjacent tubes to provide an aperture, there being a foraminous lid mounted on the tubes to close the aperture.

1,283,929. Cut Off for Grain Spouts. Claude Simmons, Gibson City, Ill. Combined with a grain spout having a hopper section and an outlet section guiding plates are positioned between the adjacent ends of the hopper and outlet sections and have registered openings, a slide valve being arranged between the guide plates and provided with an opening adapted to register with the openings in the guide plates, the upper guide plate having at its opposite lateral edges outstanding arms with downturned forked extremities which carry rollers over which flexible cables are run, extending beneath the arms for engagement with the opposite ends of the slide valve to shift it.

1,283,539. Back Stop for Elevator Heads. Finley R. McQueen, Minneapolis, Minn. A brake wheel is mounted upon the head shaft, a frame being pivoted for oscillation in the plane of the wheel. A spring actuated friction carriage carried by the frame engages the periphery of the brake wheel, the brake band being pivotally supported at one end adjacent the brake wheel and partially encircling it, and having brake shoes for engagement with the wheel, the other end of the brake band having an eccentric pivotal connection with the frame, oscillation of the frame operating to loosen or tighten the band on the brake wheel.

1,283,512. Process for Recleaning Seed. Shirl Herr, assignor to Crawfordsville Seed Co., Crawfordsville, Ind. A process of separating desirable from undesirable seeds consisting in moistening the seeds and incident softening of the highly porous water absorbing surfaces of the undesirable seeds, then introducing into the mixed seeds a comminuted material, then imparting sufficient pressure to cause the comminuted material to penetrate lower pressure resisting surfaces of the undesirable seeds, increasing their dimensions, and then removing the free and smaller dimensioned desirable seeds from the over dimensioned seeds.

COMMON BARBERRY bushes, said to cause black stem rust of wheat, have been almost entirely eradicated in Minnesota, it is stated in the report of A. G. Ruggles, state entomologist, filed recently. Work of locating and condemning the bushes is continuing. Many thousands of plants have been destroyed, Minnesota nurserymen alone being credited with destroying 598,549 bushes at great financial loss to themselves. Efforts will be made to kill sprouts appearing next season.

Books Received

MINNESOTA WEEDS, SERIES III has been published recently by the University of Minnesota as bulletin 176. The Seed Laboratory of the University has prepared four seed cases, each containing the seeds of 24 different weeds. Bulletin 129 and 139 describe the weeds whose seeds appear in seed cases I and II, and bulletin 176 describes those in case III. Information is given that makes it possible to identify the weeds readily, and, in connection with the seed cases, the seeds themselves may be easily recognized.

THE FOURTH ANNUAL SEED LABORATORY REPORT of the Minnesota Agricultural Experiment Station has been issued by the University of Minnesota as bulletin 175. It reviews the work of the laboratory for the fiscal year 1916-17. Contained in the bulletin is a mention of a new weed seed case, Minnesota Weed Seeds, Special Series No. 1. This case contains the weed seeds that are commonly found in wheat and other cereals. Among the samples of weed seeds shown are corn, corn cockle, wild rose, king-head, wild vetch, chess, quack grass, wild mustard, wild buckwheat and ragweed. The case is of interest to all dealers in grain, and can be obtained at cost by the addressing the Seed Laboratory, University Farm, St. Paul, Minn.

THE MERCHANTS EXCHANGE weighing department appeal from the decision of the Missouri Supreme Court is soon to be argued in the United States Supreme Court. The question is the right of the Exchange to maintain weighing for grain into and out of public elevators at St. Louis.

THE DEMAND FOR WHEAT for milling purposes in this section has resulted in a half-cent premium being paid over the Government fixed price. The Grain Corporation is still out of the market for rye with no indication of renewed buying. Prices are quoted as unchanged.—L. W. Forbell & Co., New York.

THE RISING COST OF A LETTER

It is now costing you something like 15 cents for each business letter as per list below. The remedy is not to use fewer letters but to produce better letters and part of a better letter is its appearance. Give your effort the good impression that follows good stationery. Steel Die Embossed Stationery is to the letter what good clothes are to the salesman, and the extra cost over the ordinary kind where you send out 25 letters per day does not exceed 10 cents.

Here is a conservative list of letter cost per hundred. (This schedule omits cost of dictator's time, the largest item of all.)

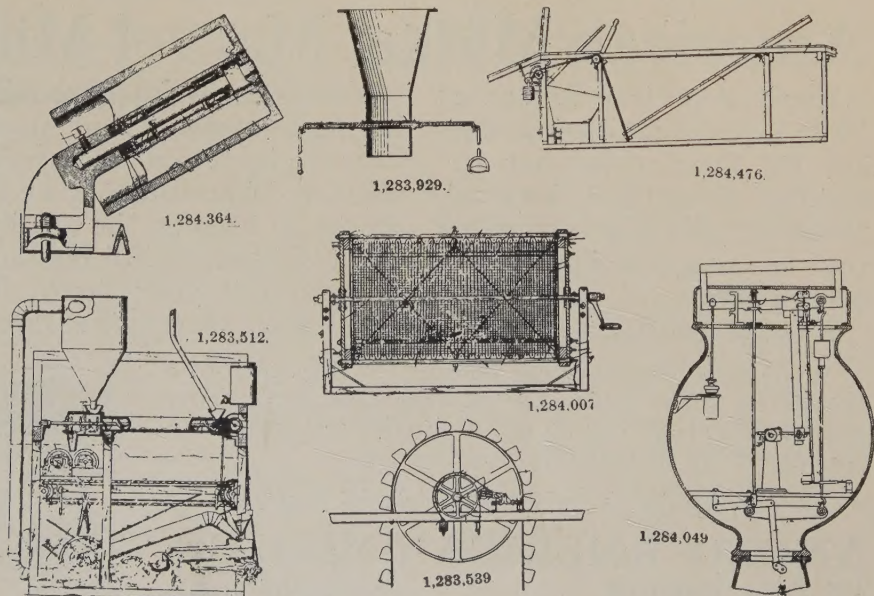
	Type	Steel Die Printed Embossed
Stenographic Wages, assuming 50 letters per day, \$15 per week	\$5.40	\$5.40
Office overhead.....	5.40	5.40
Postage	3.00	3.00
Envelope making.....	.08	.08
Paper, high grade, 20 lb.	1.00	1.00
Type Printing Letter Head and Envelope	.40
Steel Die Embossing Letter Head and Envelope80
	\$15.28	\$15.68

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The GRAIN DEALERS JOURNAL.

Insurance Notes.

WORK of the state conservation bodies will be continued during the coming year, says Pres. Bissell of the Hartford Fire Ins. Co., chairman of the National Board of Fire Underwriters.

THE FIRE PREVENTION section of the War Industries Board has been disbanded and the various executives and engineers have returned to positions with the insurance companies which they held prior to the war.

WHILE ELEVATING GRAIN to load a car the leg choked in a South Dakota elevator, calling on the electric motor for more power, and it responded, as it had a fuse allowing 60 amperes of current to pass at 220 volts. Unfortunately this amount of "juice" was too much for the 5-h.p. motor and it burned out without the fuses blowing. The owner had to go to the heavy expense of rewinding the motor, when if a lighter fuse had been used the motor would have stopped when the load got too heavy.

ALL ELEVATORS in Ohio where 5,000 bus. of grain is stored or kept for working up into the finished product must be guarded 7 nights in the week by a night watchman, it has been ruled by the Conservation Ass'n of the state, according to a statement said to have been made by Fire Marshal Fleming. In elevators, mills, etc., where less than 5,000 bus. of grain is stored or kept for daily use it is recommended that arrangements be made whereby small plants can co-operate and jointly employ a competent watchman 7 nights in the week. Mr. Fleming said there has been a tendency to let down on the proper safeguarding of plants since the armistice was signed.

CHARLES H. SEYBT, pres. of the Millers' National Insurance Co., pres. of the Integrity Mutual Casualty Co., formerly the Millers Mutual Casualty Co., and pres. of the Highland Milling Co., of Highland, Ill., died Dec. 13. Mr. Seybt was born in Germany, running away from his home at the age of 15. He was a commanding figure in mill insurance affairs, and during the 38 years of his presidency of the Millers' National it grew to be one of the leading millers' mutual insurance companies. In all the time that he was its president it is said he never missed a meeting of the company which it was his duty to attend.

ELEVATOR operators who are now depending upon fire barrels as their only means of extinguishing fires in their incipency, would do well to strengthen their solution, if using salt, for the cold weather that is coming. Those using calcium chloride solution, of course, will have no trouble. Ice bound barrels have never proved of much assistance in extinguishing fires.

A. D. BAKER, manager of the Michigan Millers Mutual Fire Ins. Co., of Lansing, Mich., has severed his stock company connections with the reinsurance of the Michigan Commercial in Bos-

ton, the western representation of the Boston being transferred from the general agency of A. D. Baker & Co., to a western department. Mr. Baker has resigned as pres. of the Western Insurance Buro and the Western Sprinklered Risk

Ass'n, and as director of the Western Improved Risk Ass'n and the Western Adjustment and Inspection Co.

SCOOPERS must have a license covering each station at which they operate.

THE RECORDS

OF THE

Flour Mill and Grain Elevator Mutual Insurance Companies

show that 80% of all fires in Mills and Elevators start in elevators. The installation of an automatic feeding device which will positively prevent an elevator choking from over-feeding and an automatic relief which will prevent an elevator choking from bin getting full or spout choking, will annually save millions of dollars in fire loss and add at least 50% to efficiency of any stand of grain elevators. These devices are perfected and are available for mill and elevator owners, are very inexpensive and absolutely practical. Full particulars will be furnished, free of charge, by this office, on request.

Mutual Fire Prevention Bureau OXFORD, MICHIGAN

INCORPORATED 1877

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SOUTHWESTERN AGENCY: Railway Exchange, KANSAS CITY, MO.

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YOUR FIRE PROTECTION. A fire in an elevator today is a serious matter. It cripples an essential industry; if rebuilt, it diverts labor and material that is needed badly elsewhere; it wipes out capital that the country can ill afford to waste; but more serious still, it means the destruction of valuable foodstuffs that are sorely needed to feed a hungry world. Your responsibility for the safeguarding of your property is great. Our records show that elevator fires are under \$2.00 or they are total, which means that if a fire breaks out in your plant, it must be caught in its first stages if it is to be controlled; therefore you must realize how necessary it is to have your fire fighting equipment in first class shape ALWAYS. If your equipment is not in shape to stand the cold weather, you have not done your duty. DO IT NOW.

C. R. McCotter
Western Manager
Omaha, Nebraska

Grain Dealers Fire Insurance Co.
INDIANAPOLIS, IND.

C. A. McCotter
Secretary
Indianapolis, Indiana

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cannot possibly be obtained by any
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Kinds
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